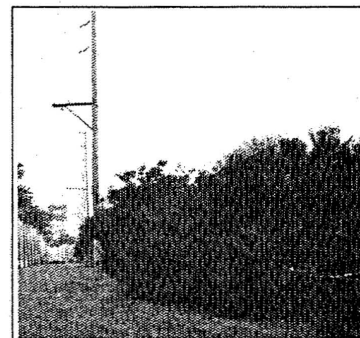
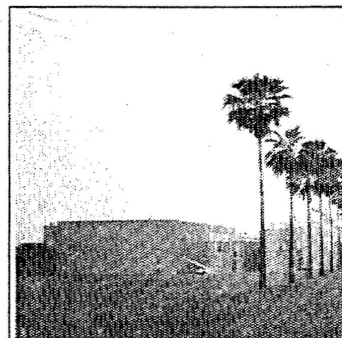
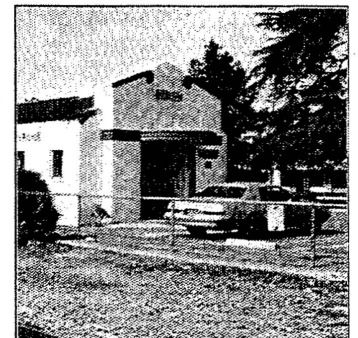
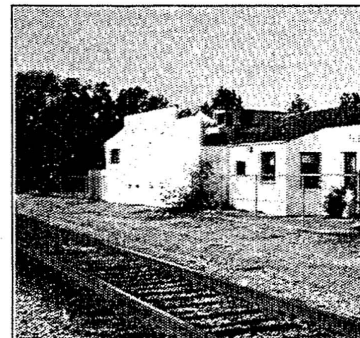


**NORTHERN SAN GABRIEL -
SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR**

FINAL ENVIRONMENTAL IMPACT REPORT
SCH #93021062

MAY 1994



**METROPOLITAN
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**Northern San Gabriel-San Bernardino Valley
Rail Transit Corridor Project**

Final Environmental Impact Report
State Clearinghouse No. 93021062

Prepared for the

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May 1994



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INTRODUCTION AND SUMMARY



CHAPTER 1.0 INTRODUCTION AND SUMMARY

1.1 PURPOSE AND SCOPE OF THE EIR

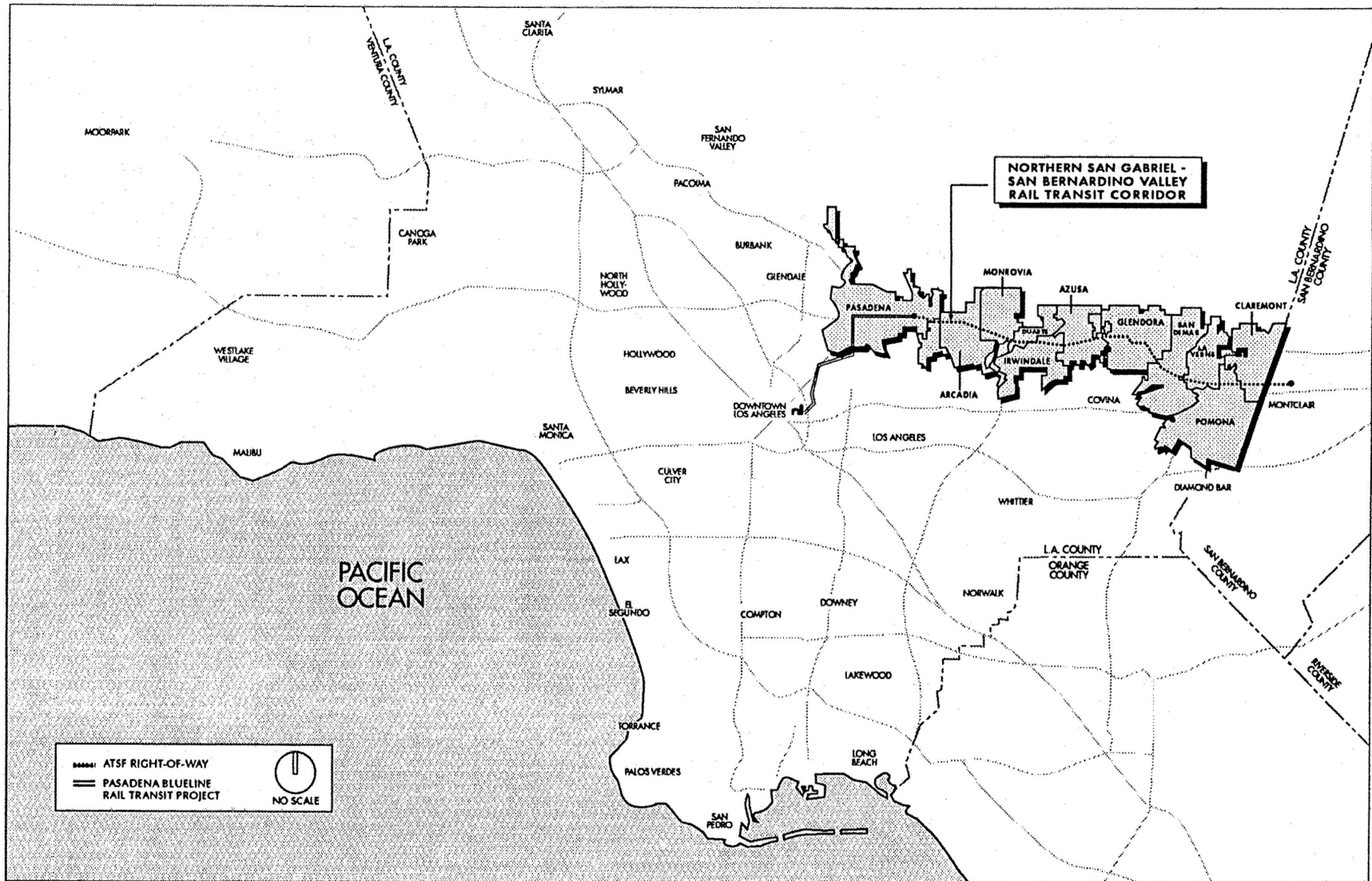
As illustrated in **Figure 1**, the Northern San Gabriel-San Bernardino Valley (NSG-SBV) Rail Transit Corridor Draft Environmental Impact Report (EIR) provides a detailed description and analysis of a proposed rail transit project serving portions of the Cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair, as well as some unincorporated areas of Los Angeles County. The EIR identifies, describes, analyzes, and evaluates potentially significant environmental effects associated with the proposed project. In addition, the report provides specific measures aimed at improving the project's environmental compatibility.

The proposed NSG-SBV Rail Transit Corridor Project would be located within Atchison Topeka & Santa Fe (ATSF) Pasadena Subdivision right-of-way from the terminus of the Pasadena-Los Angeles Metro Blue Line at Sierra Madre Villa Avenue in Pasadena to Montclair's Transcenter in San Bernardino County. This proposed rail transit project forms a part of the larger regional transit system that would link major activity centers within these cities with Metro Rail service in Downtown Los Angeles and points beyond.

Prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines, this EIR intends to primarily serve two purposes:

- To provide the lead agency, responsible jurisdictions, civic decision makers, and the general public with detailed information of the proposed project's potential environmental impacts, and;
- To serve as a tool for decision makers to facilitate the decision-making process on the proposed project.

Because the NSG-SBV Rail Transit Corridor Project may pose impacts to the environment, the Los Angeles County Metropolitan Transportation Authority (MTA), as the lead agency for this project, directed that this EIR be prepared. In February 1993, MTA began the process by performing an Initial Environmental Study which assisted in determining the environmental issues to be analyzed in this document. Upon completion of the Initial Study, MTA prepared a Notice of Preparation (NOP) and circulated it to the State of California Office of Planning and Research, all identified responsible agencies, and to municipalities included on the project mailing list. The Initial Study and the Notice of Preparation appear in Appendix A of the Draft EIR. Comments to the Notice of Preparation and the responses and actions taken by the lead agency in the Draft EIR are included in Appendix B of that document.



BASE BY MTA

GRAPHICS BY GRUEN ASSOCIATES



NORTHERN SAN GABRIEL - SAN BERNARDINO VALLEY RAIL TRANSIT CORRIDOR

METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 1
Regional Context Map

1.2 PROJECT OVERVIEW

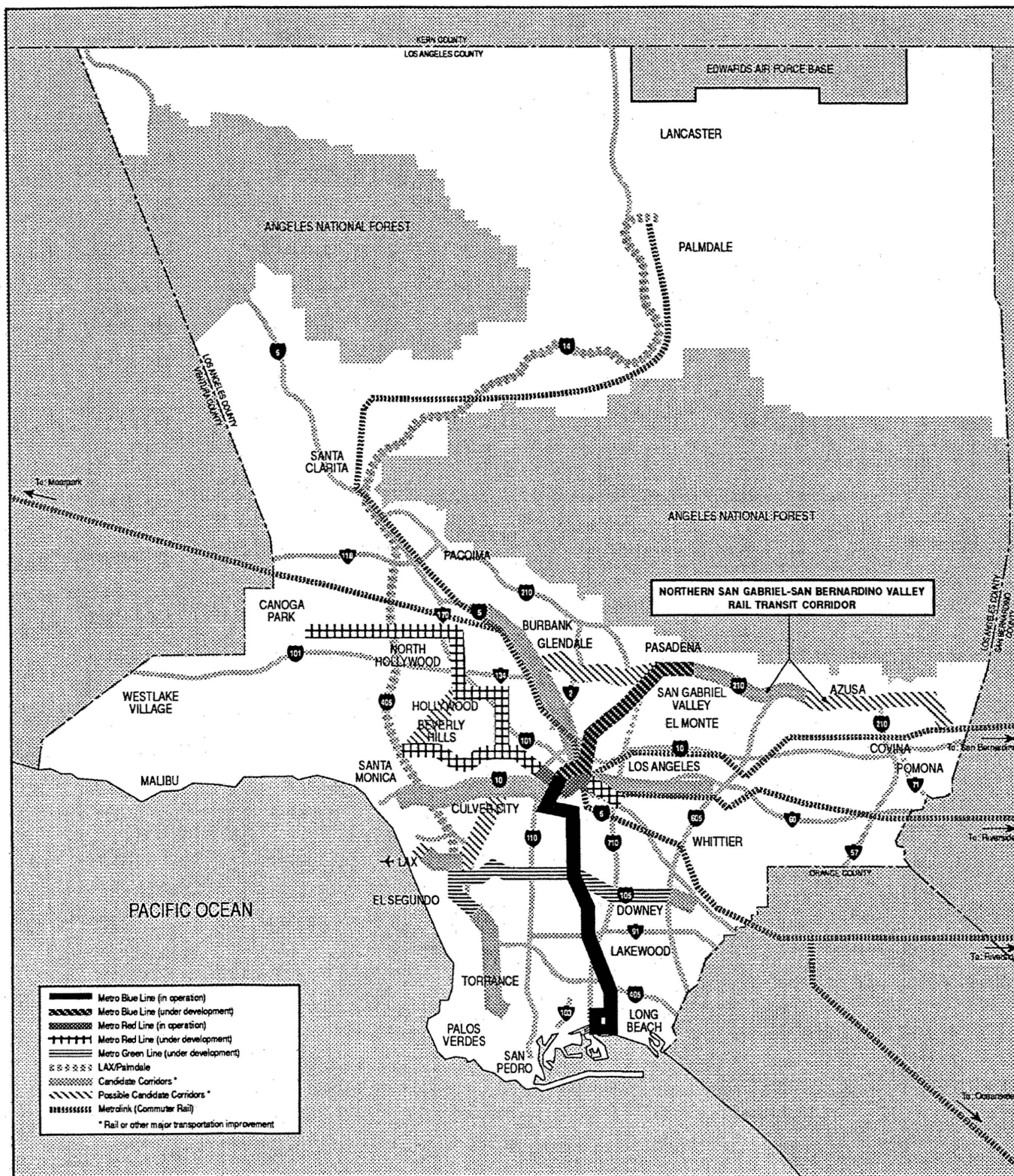
1.2.1 Planning History

In November 1980, voters of the County of Los Angeles approved Proposition A. This initiative authorized the Los Angeles County Transportation Commission (LACTC), forerunner to the MTA, to assess a Countywide half-cent sales tax to improve and expand the existing County public transit system, and to construct and operate a rail rapid transit network. Service to the Northern San Gabriel Valley would be provided via the Pasadena segment of the initial rail transit system.

A decade later, in November 1990, County voters approved Proposition C. This initiative added another half-cent sales tax to further expand transit-related systems. Allowing for the expedited construction of planned Countywide rail transit projects and supporting the growth and planning of other transit improvements, "Prop C" provided a local funding source for expansion of the Metro Rail system, within and beyond the Proposition A system. The current *30-Year Integrated Transportation Plan* identifies over 400 miles of rail service. **Figure 2** on the following page illustrates the system's configuration.

With respect to the planning background of the NSG-SBV Rail Transit Corridor Project, the major planning efforts that preceded the proposed route alignment serve as the basis for implementing the rail transit project. In the Spring of 1990, LACTC certified and approved the Pasadena-Los Angeles Metro Blue Line primarily along the ATSF's Pasadena Subdivision railroad right-of-way, terminating in the Foothill Freeway (I-210) corridor at Sierra Madre Villa Avenue in eastern Pasadena. Since implementation of the approved alignment required purchase of the entire Pasadena Subdivision from the ATSF Railroad Company, many cities east of Pasadena along the ATSF line began discussing the possibility of bringing rail service to their communities.

In July 1991, LACTC approved the preparation of a preliminary planning study along the Northern San Gabriel-San Bernardino Valley Transportation Corridor to determine the feasibility and develop an appropriate project in the short- and long-term for the remainder of the corridor from Pasadena to the Los Angeles-San Bernardino Counties boundary. With guidance and assistance from the Foothill Cities Transportation Task Force along with the San Bernardino Association of Governments (SANBAG), the *Northern San Gabriel-San Bernardino Valley Transportation Corridor Preliminary Planning Study* was completed in October 1992.



BASE MAP BY MDA



NORTHERN SAN GABRIEL - SAN BERNARDINO VALLEY RAIL TRANSIT CORRIDOR

METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 2
Metro Rail 400-Mile System Map

The study assessed and evaluated the feasibility of extending the regional rail system to the Foothill cities area and points farther east. As illustrated in **Figure 3** on pages 6 and 7, the paramount goal of this study was to determine the feasibility of rail-related alternatives on four rights-of-way: (1) the ATSF Pasadena Subdivision between Pasadena and Claremont; (2) the Southern Pacific Azusa Branch between Baldwin Park and Irwindale; (3) the Southern Pacific Baldwin Park Branch between Claremont and San Bernardino County; and (4) the Route 30 Freeway Corridor also in the Claremont and San Bernardino County area.

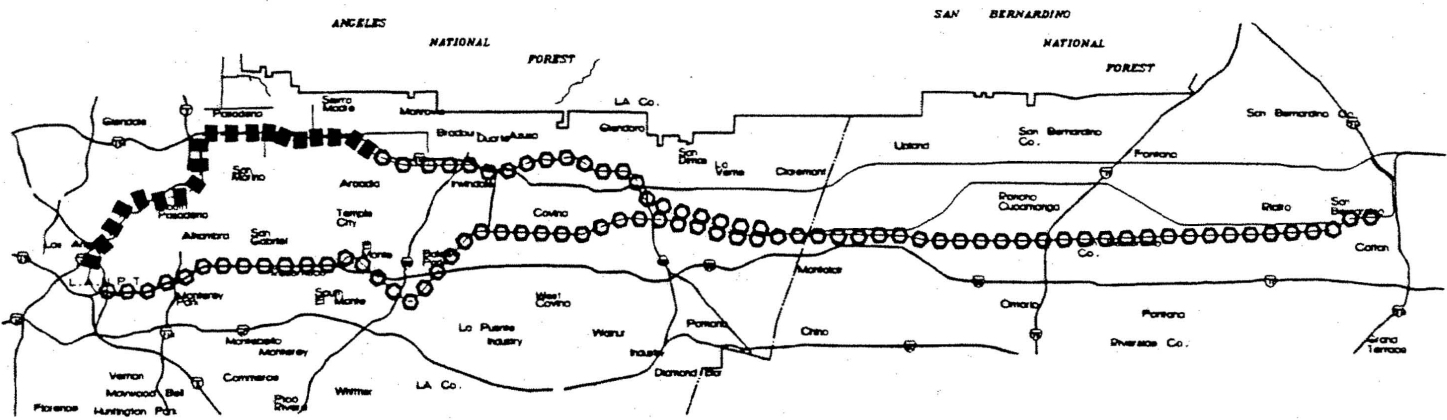
In the Fall of 1992, LACTC successfully completed negotiations with ATSF to purchase the Pasadena Subdivision along with other ATSF-owned rights-of-way. In addition, in October 1992, LACTC, acting on the recommendations of the Preliminary Planning Study, authorized preparation of a route refinement analysis and EIR for the following two-tier project:

- (1) Light Rail eastern extension from Sierra Madre Villa Station in Pasadena to a point either in the City of Duarte or City of Irwindale. The 9.0-mile LRT component of the project would operate as a continuous extension of the Pasadena-Los Angeles Metro Blue Line.
- (2) Commuter Rail Shuttle connector from Duarte or Irwindale to an alternate termini in Pomona, Claremont, or Montclair. As identified in the preliminary study, the 15.4-mile commuter rail shuttle would operate until the light rail system could be implemented along this segment.

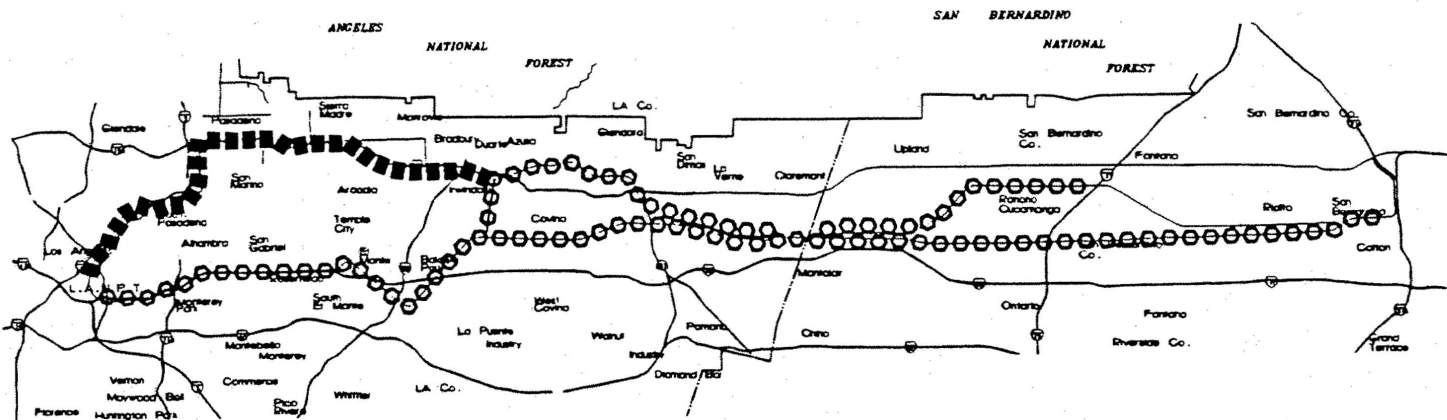
LACTC and the Foothill Task Force Cities agreed to further evaluate the feasibility of this alignment, as well as study, as a project alternative, the potential for light rail transit service within the median of the proposed Route 30 Freeway Corridor. In December 1992, a consulting team headed by Gruen Associates was selected to perform route refinement, station site analysis, and environmental documentation for the NSG-SBV Rail Transit Corridor Project. This study, which is the focus of the EIR, will evaluate and refine the light rail transit extension and commuter rail shuttle connector to ensure the improvement of overall public transit service and to either avoid or successfully mitigate negative impacts within the budgeting constraints of the proposed rail transit project.

1.2.2 Project Purpose

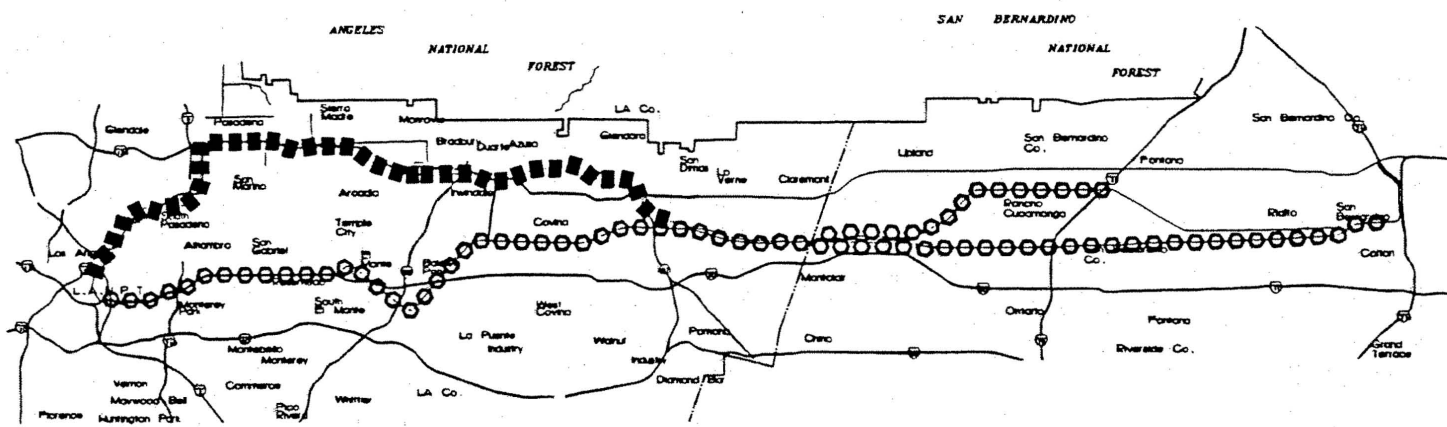
Based on the findings of the Preliminary Planning Study, the MTA and Foothill Task Force cities agreed to continue studying and evaluating the merits of the proposed NSG-SBV Rail Transit Corridor Project in order to bring the project closer to implementation. In an effort to pool the rail transit planning efforts of the involved jurisdictions, MTA, serving as the lead agency, and Foothill Task Force Cities commissioned the preparation of this Environmental Impact Report in January 1993 to analyze the proposed two-tier project.



ALTERNATIVE 1 - LRT TO ARCADIA



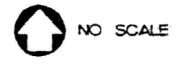
ALTERNATIVE 2 - LRT TO IRWINDALE




ALTERNATIVE 3 - LRT TO SAN DIMAS

LEGEND:

- COMMUTER RAIL
- LIGHT RAIL



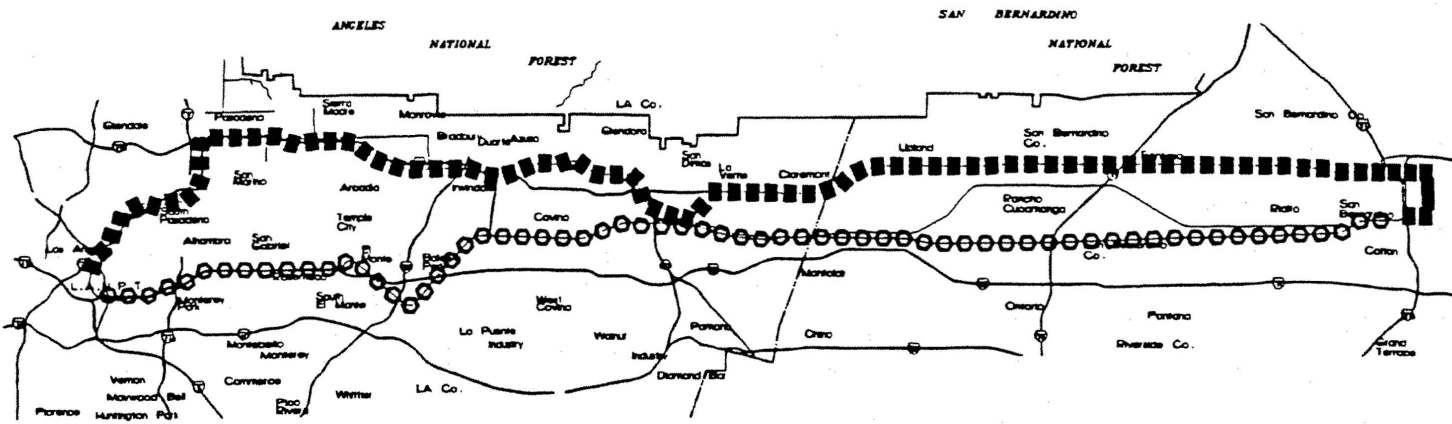
SOURCE: LACTIC, PRELIMINARY PLANNING STUDY - 10/92



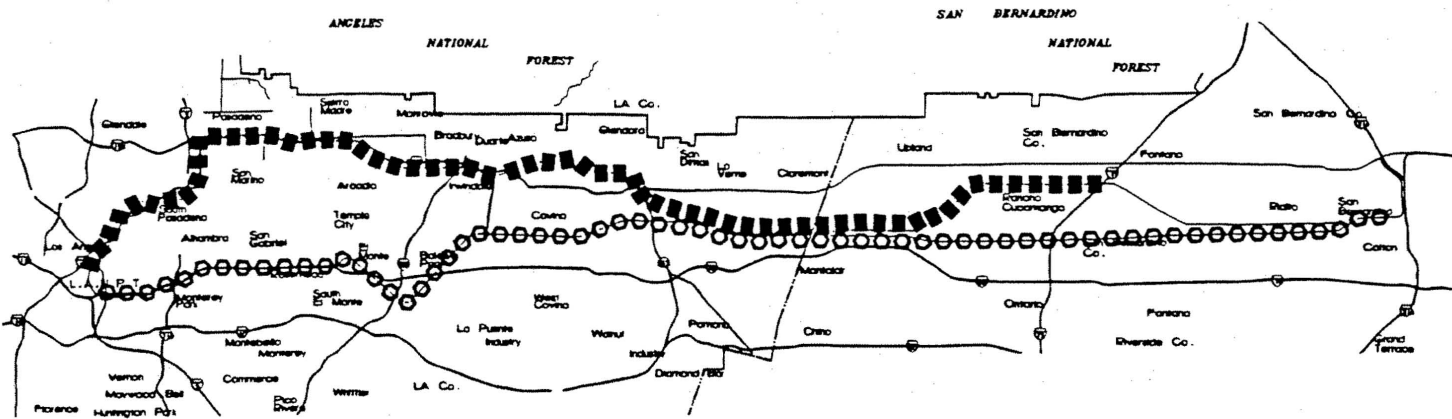
**NORTHERN SAN GABRIEL -
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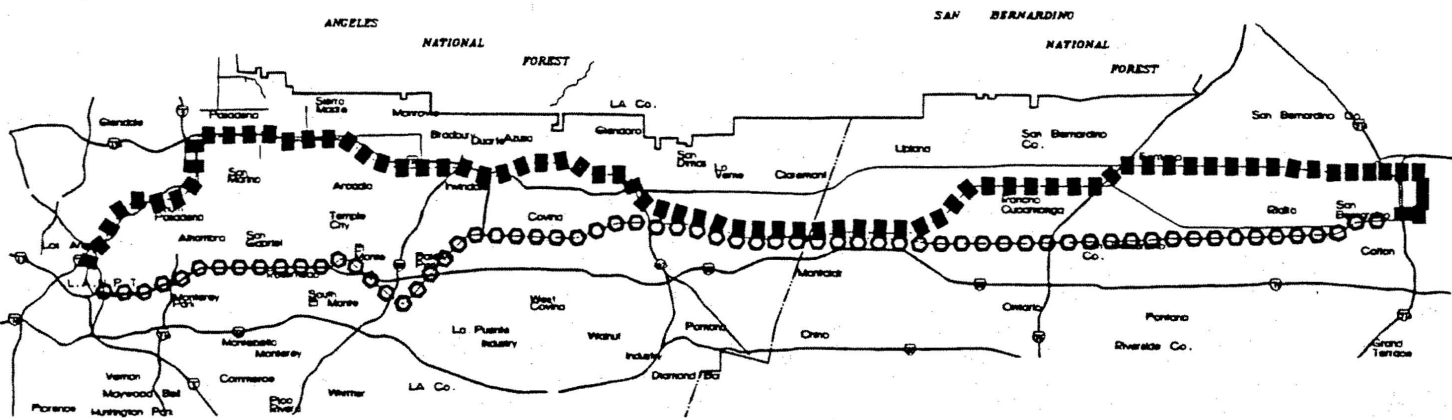
FIGURE 3
Preliminary Planning Study
Route Alternatives



ALTERNATIVE 4 - LRT TO SAN BERNARDINO (VIA ROUTE 30)



ALTERNATIVE 5 - LRT TO FONTANA (VIA SOUTHERN PACIFIC RIGHT-OF-WAY)



ALTERNATIVE 6 - LRT TO SAN BERNARDINO (VIA SOUTHERN PACIFIC RIGHT-OF-WAY/ROUTE 30)

LEGEND:



COMMUTER RAIL



LIGHT RAIL



NO SCALE

SOURCE: LACTC, PRELIMINARY PLANNING STUDY - 10/92



**NORTHERN SAN GABRIEL -
SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR**

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FIGURE 3
Preliminary Planning Study
Route Alternatives

For the purposes of the CEQA process, the study corridor begins at the terminus of the Pasadena-Los Angeles Metro Blue Line at Sierra Madre Villa Avenue in Pasadena and continues to Montclair's Transcenter in San Bernardino County. Although the overriding goal of this project is to evaluate and refine a rail transit route that ensures the improvement of overall public transit and minimizes the impacts on the environment, the proposed project also aims to achieve the following purposes:

- **To carry out the public mandate for the construction of a Countywide rail transit system expressed by the voters in 1980 (Proposition A) and 1990 (Proposition C).** Planning policies were reinforced when Los Angeles County voters passed Proposition A in November 1980 and Proposition C in 1990. Each of these propositions added a half cent to the County sales tax to provide, in part, local funding for a Countywide rail rapid transit network. An extension of a rail transit line into the Northern San Gabriel and San Bernardino Valleys represents one of the many integral components of this system. Implementation of the proposed project can be considered a direct response to the voter mandate for such a system.
- **To provide an alternative mode of transportation, and help control the growth of traffic congestion in the Northern San Gabriel-San Bernardino Valley region.** The Metropolitan Transportation Authority, successor to the Southern California Rapid Transit District (SCRTD), operates one of the largest bus fleets in the nation carrying over 1.5 million passengers daily. In addition, Foothill Transit, Omnitrans, and other municipal bus service agencies provide improved public transit for residents of the Northern San Gabriel and San Bernardino Valleys. Nonetheless, more than 95 percent of the region's residents continue to rely almost exclusively on the automobile for transportation. The introduction of a regional rail transit system integrated with other public transit facilities is intended to provide an efficient, cost effective, and reliable alternative form of transportation, thus decreasing the heavy reliance on the automobile for movement and better serving the needs of transit dependent residents.
- **To connect the study area's major activity centers to other parts of the Southern California region.** Based on projections by the Southern California Association of Governments (SCAG), the Northern San Gabriel-San Bernardino Valley is expected to experience significant increases in its population and employment base in the next 20 years. As such, its major commercial, recreational, and institutional activity centers (refer to **Figure 4**) such as the Los Angeles County and State Arboretum, Santa Anita Racetrack, City of Hope National Medical Center, Los Angeles County Fairgrounds, and

Claremont Colleges may become more prominent destination points for residents throughout the region. Implementation of the proposed rail transit alignment, in coordination with planned and existing local circulator systems, would facilitate access to these and many other emerging activity centers.

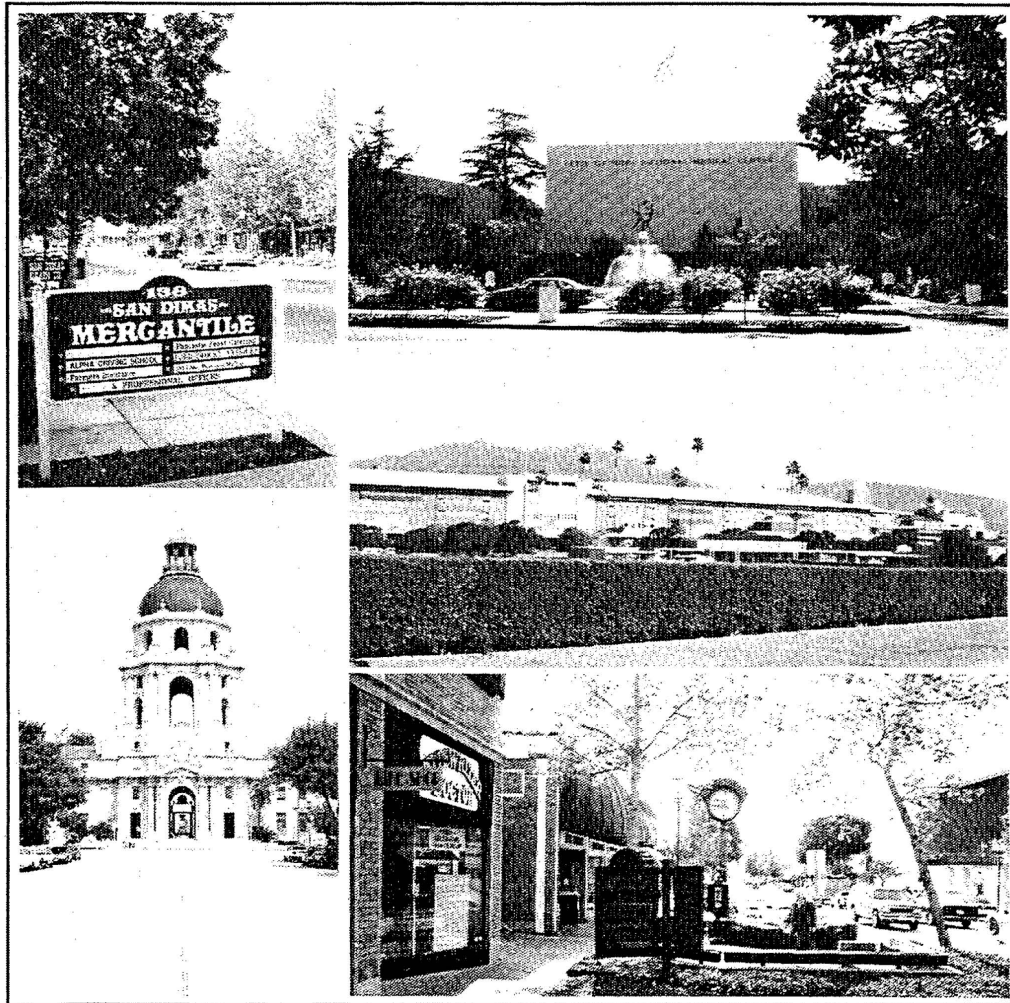


FIGURE 4 Major Activity Centers (clockwise): Frontier Village, City of Hope, Santa Anita Park, Old Town Monrovia, Pasadena City Hall

1.2.3 Public Review of the Proposed Project

To provide an opportunity for responsible agencies to express specific concerns about the scope and content of the EIR for the proposed project, an Initial Study and Notice of Preparation (NOP) were circulated for a period of 30 days, between February 22, 1993 and March 31, 1993. Nine agencies responded to the NOP. They provided comments regarding analysis of air quality, biological and geological resources, noise, traffic and alternatives to the project. Chapter 4.0, Environmental Issues Analysis, addresses the concerns raised by these respondents.

Public officials, affected agencies, and the general public had the opportunity to review and comment on the Draft EIR during a 45-day review period which occurred between October 21, 1993 and December 13, 1993. During this period nine letters were received from local and state agencies and individual citizens. The MTA also conducted two public hearings during the public review period to provide an additional forum for taking public testimony concerning the proposed rail transit project and the EIR; five statements were received at the hearings. Each of the comments received from citizens and public agencies in writing or during public testimony will be directly addressed in the Response to Comments.

1.2.4 Permits and Approvals

In order to construct the proposed rail transit project, MTA and other responsible agencies will be required to implement a number of discretionary actions. The following list includes but may not be limited to agencies who may use this EIR as part of the process of issuing permits, approvals, or cooperative agreements required to construct the project:

Foothill Cities Task Force Members

- City of Pasadena
- City of Arcadia
- City of Monrovia
- City of Duarte
- City of Irwindale
- City of Azusa
- City of Glendora
- City of San Dimas
- City of La Verne
- City of Pomona
- City of Claremont
- City of Montclair
- San Bernardino Association of Governments (SANBAG)

Other Public Agencies

- Counties of Los Angeles and San Bernardino
- Los Angeles County Department of Public Works
- South Coast Air Quality Management District
- Foothill Transit, Omnitrans, and other local municipal bus service providers
- California Department of Transportation
- California Public Utilities Commission
- Federal Railroads Administration
- United States Army Corps of Engineers

1.3 PROJECT ALTERNATIVES

As part of the route refinement and EIR process, the NSG-SBV Rail Transit Corridor Project is required to include an analysis of alternatives to the proposed project. California Environmental Quality Act (CEQA) Guidelines require the consideration of reasonable project alternatives in an effort to achieve the following goals: (a) evaluate the comparative merits of the alternatives; (b) attain the basic objectives of the project; and (c) minimize the significant impacts associated with the project.

Because the MTA conducts a preliminary planning process to evaluate the merits of a variety of project alternatives, a focussed range of alternatives can be derived from this study. In addition, the project's route refinement process and discussions taking place as part of the Interagency Task Force Coordination Program have resulted in the identification and determination of a variety of possible project alternatives. **Table 1** on the following page identifies the alternative scenarios that are examined in the document. Chapter 5.0 of the DEIR, Alternatives to the Proposed Project, explores the relative merits of four other potential project choices:

- The "No Project" Alternative
- Alternative Stations
- Alternative Transit Mode
- Alternative Alignments

TABLE 1 Alternatives to the Proposed Project	
Project Alternative	Description
No Project Alternative	The No Project Alternative would leave the ATSF right-of-way and the designated sites for ancillary facilities in their existing condition. Without the implementation of the proposed rail transit system, commuting services in the Northern San Gabriel and San Bernardino Valleys would continue to be provided by local and express bus service and the existing Metrolink service.
Alternative Station Sites	<p>As part of the iterative design process for identifying station sites and their configurations, a variety of station site alternatives have been explored. For the purposes of the alternatives analysis, the discussion focuses on an explanation of the factors that led to the selection of the proposed station site rather than the alternatives considered. Alternative station sites include the following:</p> <ul style="list-style-type: none"> • Arcadia Station: As LRT terminus station • Duarte Station: As dual LRT-Metrolink Shuttle station • Azusa Station: (1) MTA Wye Track Site, west of San Gabriel Avenue, and (2) Redevelopment Site, north of Foothill Boulevard at Cerritos • San Dimas Station: Train Museum Site, west of Cataract Avenue • Pomona Station: As Metrolink Shuttle terminus station • Claremont Station: As Metrolink Shuttle terminus station
Alternative Transit Mode	This project alternative would recommend the implementation of the LRT technology during the first phase of project development. Rather than employing a Metrolink Commuter Rail shuttle connector from Irwindale to Montclair, this alternative would extend the Metro Blue Line from Sierra Madre Villa Avenue in Pasadena to the Montclair Transcenter.
Alternative Alignments	<p>The Preliminary Planning Study examined the feasibility of rail-related alternatives on four rights-of-way:</p> <ul style="list-style-type: none"> • ATSF Pasadena Subdivision (the Proposed Project) • Southern Pacific (SP) Azusa Branch • SP Baldwin Park Branch • Route 30 Freeway Corridor <p>For the purposes of the alternatives analysis, it was recommended that two Route 30 Freeway Corridor alternatives be examined. These two alignment alternatives would be (1) a connection via the ATSF Pasadena Subdivision and Wheeler Avenue in San Dimas, and (2) a connection at the current terminus of the Foothill Freeway. The other two alignments, SP Azusa Branch and SP Baldwin Park Branch, have been removed from further consideration. After further analysis, it was determined that the Wheeler Avenue alternative is preferable. Travel demand forecasts, however, do not currently justify a rail transit project along the Route 30 Corridor.</p>

1.4 ENVIRONMENTAL IMPACT SUMMARY

Table 2 summarizes environmental impacts and mitigation measures for the proposed NSG-SBV Rail Transit Corridor Project. Impacts that would remain after mitigation are noted in the summary under the heading "Unavoidable Adverse Impacts". Unavoidable adverse impacts that would result from the proposed project include displacement of residents and businesses, traffic intersection impacts, significant exposure to noise by sensitive land uses, potential displacement of park land, and temporary construction impacts related to noise, air quality, and traffic circulation.

TABLE 2
Summary of Environmental Impacts

Environmental Impacts	Mitigation Measures	Unavoidable Adverse Impacts
4.1 Population and Housing		
<p>The proposed project would result in no changes to the distribution of the residential population. Temporary population concentrations would arise at station sites. The local population would be affected by increases in noise and circulation conflicts between people, automobiles, and trains.</p>	<ul style="list-style-type: none"> • During the initial years of project operation, the lead agency shall monitor the instances of conflict between train vehicles, pedestrians, and automobiles. If particular intersections exhibit a significant number of incidents, the lead agency, working with local jurisdictions, should explore methods of improving public safety at the location. <p>Also, refer to Section 4.5, Noise.</p>	<p>None.</p>
4.2.1 Land Use: Compatibility with Existing Land Use and Adopted Local Area Plans		
<p>Residential neighborhoods, recreational facilities, hospitals, and schools located directly adjacent to the rail transit route would experience impacts related to noise, air quality, circulation, and aesthetics.</p> <p>The proposed rail project would be consistent with the land use and mobility policies of most study area cities. The project would not conflict with the adopted plans of any city.</p>	<ul style="list-style-type: none"> • As local municipalities undertake efforts to update their local land use and circulation plans, such planning work should reference relevant information from this document to remain consistent with other local area plans and this EIR. 	<p>None.</p>
4.2.2 Land Use: Land Acquisition and Displacement Impacts		
<p>The project would displace existing uses in Arcadia, Monrovia, and Irwindale, including 2 residential properties and 7 commercial or industrial businesses. A total of 13 parcels of land would need to be taken for the project.</p>	<ul style="list-style-type: none"> • Residents and businesses should receive fair compensation for their property that takes into consideration: (1) ownership versus rental land holdings, (2) type of business, (3) ease of relocation, (4) fixtures and equipment particular to the operation of a business, and (5) potential hardship. • MTA should work with representatives from the affected local jurisdictions to determine the potential for joint development in and around areas where properties would be displaced to provide an opportunity to retain some of the impacted businesses. 	<p>Residents and businesses would be adversely impacted by the project due to displacement.</p>

TABLE 2
Summary of Environmental Impacts

Environmental Impacts	Mitigation Measures	Unavoidable Adverse Impacts
4.3 Air Quality		
<p>The project would reduce regional automobile travel by an estimated 199,000 vehicle miles daily, decreasing daily pollutant emissions by approximately 5 tons.</p> <p>Local carbon monoxide concentrations would increase around station sites, but would not be significant at any of the sensitive receptor locations.</p>	<ul style="list-style-type: none"> Recommended mitigation measures, discussed in detail in Section 4.3, include steps to reduce local traffic-generated carbon monoxide concentrations and construction-related air quality impacts. 	None.
4.4 Transportation and Circulation		
<p>Travel to and from transit stations would create local circulation impacts. Approximately 2,075 vehicular trips are projected to be generated by the project at the ten stations during peak hours. Traffic would generate significant impacts at 7 intersections.</p> <p>Traffic queuing when trains pass at grade crossings would also create circulation impacts and traffic delays. Queuing impacts at Santa Anita Avenue would be significant.</p> <p>Based on patronage forecasts for the project, proposed parking facilities may be inadequate in Arcadia, Monrovia, and Duarte.</p>	<p>Section 4.4 recommends a range of mitigation measures, including the addition of turn lanes, restriping, and traffic signals to mitigate intersection and station access impacts. Measures for increasing parking at transit stations and protecting neighborhood on-street parking are also described.</p> <p>To mitigate impacts at grade crossings, the Transportation and Circulation section recommends construction of a grade separation at Santa Anita Avenue, and coordination of traffic signals with grade crossing operations.</p> <p>Reconstruction of the Huntington Drive and Second Avenue intersection, in coordination with the construction of a new rail bridge, is suggested to reduce traffic impacts at that location.</p>	Significant circulation impacts would result at the intersection of Huntington Drive and Second Avenue if station site Alternative #3 in Arcadia is selected, even with the implementation of recommended mitigation measures.

<p style="text-align: center;">TABLE 2 Summary of Environmental Impacts</p>		
Environmental Impacts	Mitigation Measures	Unavoidable Adverse Impacts
<p>4.5 Noise</p>		
<p>The proposed rail transit project would generate both noise and ground-borne vibration impacts. Freight, Amtrak, and commuter rail trains currently travel on portions of the alignment. (Amtrak service was discontinued in February 1994.) Future maximum noise levels on the LRT and commuter rail segments would be lower than existing levels, but the noise exposure would increase due to more frequent train operation. The greatest noise impact from the project on either segment would derive from the sounding of the train horn at grade crossings. Ground-borne vibration levels are not expected to exceed freight-operating conditions along the commuter rail segment and will be lower on the LRT segment.</p>	<ul style="list-style-type: none"> • The MTA shall work with each city located along the alignment to develop appropriate, site-specific noise mitigation to protect sensitive uses. Effective mitigation would include installation of 6 to 8 foot high sound barriers on the LRT segment and up to 14 foot high sound barriers on the commuter rail segment adjacent to sensitive uses. Alternatively, to minimize the aesthetic impact of sound barriers, walls could be landscaped and/or landscaping could be used in conjunction with lower sound walls. • The project shall install ballast mat at appropriate locations to reduce ground-borne vibration. <p>Other measures to reduce the use of train horns and sounding of grade crossing bells are recommended in this section to help minimize residual noise impacts.</p>	<p>Assuming installation of the recommended sound barriers, approximately 31 residences located along the alignment would still be significantly impacted by noise from the project. The actual extent of noise impacts may be lower because the analysis assumes worst-case train speeds.</p>
<p>4.6.1 Earth, Water and Risk of Upset: Geology</p>		
<p>The proposed project would displace earth through the laying of new rails, and construction of bridges and transit stations.</p>	<p>None</p>	<p>None.</p>

TABLE 2
Summary of Environmental Impacts

Environmental Impacts	Mitigation Measures	Unavoidable Adverse Impacts
4.6.2 Earth, Water and Risk of Upset: Seismicity		
<p>The adjacency of the Raymond Fault to the proposed rail alignment would expose the project to seismic risks, such as fault rupture. Several areas along the alignment are also subject to liquefaction.</p>	<ul style="list-style-type: none"> • All structures should be constructed in anticipation of a major earthquake. Structures should be designed to withstand the maximum probable earthquake predicted for the area. • Detailed engineering studies should be conducted at sites identified by soils testing (refer to Section 4.6.4) that may have an elevated risk potential due to factors such as soil liquefaction or subsidence. 	<p>None.</p>

<p style="text-align: center;">TABLE 2 Summary of Environmental Impacts</p>		
Environmental Impacts	Mitigation Measures	Unavoidable Adverse Impacts
<p>4.6.3 Earth, Water and Risk of Upset: Watercourses, Flood Hazards, and Drainage</p>		
<p>The proposed rail project would cross 14 streams. Construction of bridges at these locations would temporarily increase sediment loads and disturb wash bottoms. The project could affect the path and flow of flood waters. There are no 100-year floodplains in the vicinity of the alignment.</p>	<ul style="list-style-type: none"> • During the initial design phase of the project, detailed coordination with the Los Angeles County Department of Public Works and the California Regional Water Quality Control Board (NPDES permit) will be sought to establish flood design parameters for the project that would avoid impacts on surface runoff and the flow of flood waters. • Prior to construction of the project, coordination with the U.S. Army Corps of Engineers shall be sought to determine if a Section 404 permit is required for any Blueline Stream crossings. 	<p>None.</p>
<p>4.6.4 Earth, Water and Risk of Upset: Risk of Upset</p>		
<p>Because of the long industrial history of the project study area, several locations exhibit surface and subsurface contamination. A preacquisition site assessment conducted in November 1990 identified 9 sites of potential risk along the ATSF right-of-way.</p>	<p>Mitigation measures recommended in this section include requirements for soil testing along the alignment and at station sites, and remediation of contaminated sites.</p>	<p>None.</p>
<p>4.7.1 Public Services: Schools</p>		
<p>Schools and campuses in proximity to the rail line would experience impacts related to air quality, noise, traffic, and pedestrian circulation and safety.</p>	<p>Recommended steps for reducing impacts upon schools include the extensive use of signs and barriers to minimize access to the alignment and related facilities; distribution of information to schools about the system and its safety criteria; and scheduling of construction activities to avoid conflicts with schools.</p>	<p>None.</p>

TABLE 2
Summary of Environmental Impacts

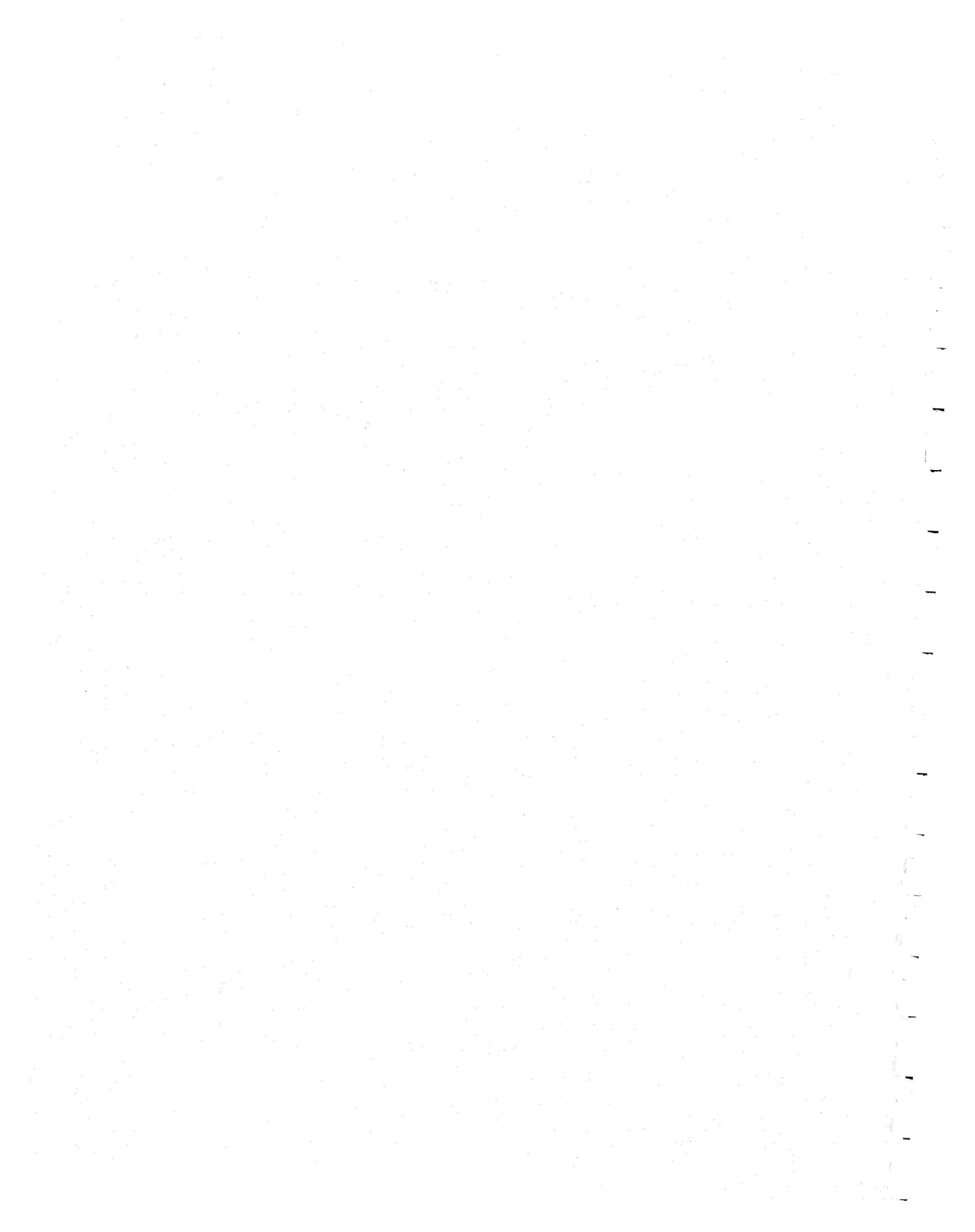
Environmental Impacts	Mitigation Measures	Unavoidable Adverse Impacts
4.7.2 Public Services: Police		
<p>Theft, burglary, and other crimes may occur at park-and-ride facilities and on the system. The MTA would implement a number of measures on the corridor designed to prevent criminal activity.</p> <p>The station platform configuration in Azusa would impede emergency access by police and increase response times.</p>	<ul style="list-style-type: none"> • Riders should be protected from the train and rail line by security fencing to help prevent unnecessary injuries, as well as to control pedestrian and vehicular access points along the rail system. • MTA should consider the development of a centralized substation along the rail line to provide for faster response to rail-related emergency situations. • To maintain emergency access for police services in Azusa, a variety of alternatives should be explored. Possible solutions include grade separation of Alameda Avenue or redesign of police facilities to provide a new primary northern emergency access route. 	None.
4.7.3 Public Services: Fire		
<p>The proposed rail transit project may result in impacts to fire protection services, including emergency access to certain parts of the study area.</p>	<p>Measures for mitigating impacts related to fire protection include compliance with Fire, Life and Safety criteria established by the MTA, coordination with the standards of local fire departments, and installation of equipment, such as smoke detectors and telephones, to assist with fire prevention and emergency response.</p>	None.

<p align="center">TABLE 2 Summary of Environmental Impacts</p>		
<p align="center">Environmental Impacts</p>	<p align="center">Mitigation Measures</p>	<p align="center">Unavoidable Adverse Impacts</p>
<p>4.8.1 Natural and Recreational Resources: Plant and Animal Life</p>		
<p>Existing plant life at station site locations would be removed, potentially displacing trees of significant aesthetic value in Arcadia. Sensitive plant and animal species and natural communities, including the Slender-horned Spineflower, Riversidian Alluvial Fan Sage Scrub, and California Gnatcatcher, could be affected by the project.</p>	<ul style="list-style-type: none"> • New landscaping shall be planted at station sites as specified in an adopted landscaping plan. • As part of the overall operations of the system, a program for regular maintenance of system-related landscaping should be developed. • Depending on the station site selection in Arcadia, the existing Holly Oak (Alternative #2) or Silk Oak (Alternative #1) should be boxed, maintained, and transplanted during project construction and then relocated to station sites. • Prior to construction of the project, a biological assessment should be conducted to determine the presence of Riversidian Alluvial Fan Sage Scrub, the Slender-horned Spineflower, and the California Gnatcatcher at specified locations along the ATSF right-of-way. 	<p>None.</p>
<p>4.8.2 Natural and Recreational Resources: Recreational Facilities</p>		
<p>Impacts to recreational facilities would include increases in noise, pollutant emissions, and circulation safety risks.</p> <p>Bonita Park would be displaced if Station Site Alternative #3 in Arcadia is selected, as would a portion of the Santa Fe Flood Control Basin if the Irwindale site is chosen for use as a storage facility.</p>	<ul style="list-style-type: none"> • During project construction and implementation, the lead agency will coordinate with and acquire from all governing agencies the necessary permits required to build facilities on designated park lands and recreation areas. <p>Also, refer to Air Quality, Section 4.3 and Noise, Section 4.5.</p>	<p>Selection of Station Alternative #3 in Arcadia would displace Bonita Park, resulting in an unavoidable adverse impact.</p>
<p>4.9.1 Public Utilities and Energy: Utilities</p>		
<p>Utility service lines, including a storm drain in Monrovia and a water line in Duarte, would require relocation, modification, and/or strengthening as a result of the project.</p>	<p>Section 4.9.1 recommends mitigation measures that direct the MTA to work with appropriate agencies to strengthen or relocate utility infrastructure.</p>	<p>None.</p>

TABLE 2 Summary of Environmental Impacts		
Environmental Impacts	Mitigation Measures	Unavoidable Adverse Impacts
4.9.2 Public Utilities and Energy: Energy Conservation		
The proposed project would reduce automobile gas consumption, but increase use of electrical energy and diesel fuel. An estimated annual net reduction of 252 billion Btu of energy would result.	None.	None.
4.10 Aesthetics		
Aesthetics impacts generated by the proposed project include disruption of vistas, light and glare, loss of landscaping, and incompatibility of rail facilities with the existing scale and character of surrounding areas. Construction of sound walls to mitigate noise would affect views and the aesthetic character of the environment along the alignment.	<p>Measures for mitigating impacts to aesthetics, described in detail in Section 4.10, include provisions for lowering the elevation of the tracks, design compatibility between new structures and existing sensitive uses and historic resources, reducing light and glare, and public art.</p> <p>Implementation of recommended noise mitigation measures, such as sound walls, would proceed with the involvement of local communities to balance community concerns regarding aesthetics and noise.</p>	None.
4.11.1 Archeological and Historical Resources: Archeology		
One identified archeological site is located in close proximity to the ATSF right-of-way and could be affected by the project. Also, the possibility of encountering archeological sites at other locations along the alignment exists.	<ul style="list-style-type: none"> A qualified archaeologist should be present during any grading, earth removal or disturbance within the project area to determine whether or not cultural material is present. If any archaeological materials are encountered during the course of the project, the on-site archaeologist shall assess the resources and evaluate the impact. 	None.

TABLE 2 Summary of Environmental Impacts		
Environmental Impacts	Mitigation Measures	Unavoidable Adverse Impacts
4.11.2 Archeological and Historical Resources: Historical Resources		
<p>Five significant historical resources, including four train depots and a bridge, are located directly within the rail transit corridor. The train depots could be retained and incorporated into station sites plans. Visual access of the rail bridge would be impaired on its southwest side.</p>	<p>The lead agency should assist with the protection of historic resources during construction of station and rail facilities, and work with city agencies to help restore historic train depots in the appropriate cities.</p>	<p>None.</p>
4.12 Construction Impacts		
<p>Construction of the proposed project would result in a number of temporary impacts along the alignment. Impacts would include: (1) relocation, modification and/or strengthening of utility service lines; (2) consumption of energy; (3) closure of roadway lanes, re-routing of traffic, loss of on-street parking, and additional truck traffic; (4) increased noise; (5) short-term deterioration of ambient air quality; (6) potential disruption of sensitive plant and animal species; and (7) potential damage to historic resources.</p>	<p>Mitigation measures recommended in Section 4.12 serve to inform the public about construction activities and encourage coordination between the MTA and local agencies. They also would minimize impacts related to pollutant emissions, traffic, and noise.</p>	<p>Short-term unavoidable adverse impacts related to noise, air quality, and traffic circulation would occur.</p>

PUBLIC REVIEW OF THE DEIR



CHAPTER 2.0

PUBLIC REVIEW OF THE DRAFT EIR

2.1 PREPARATION OF THE FINAL EIR

The preparation of the Final Environmental Impact Report encompasses a two-step process that proceeds subsequent to the completion of the Draft EIR. The steps involve 1) review of and comment on the Draft EIR by the public and 2) preparation of the Final EIR, including responses to comments. Public comment to the Draft EIR is sought during a 45-day review period during which public agencies, organizations, and individuals may submit statements concerning the adequacy of the Draft EIR and its contents. Following the close of the comment period, the Lead Agency prepares the Final EIR which includes the following components:

- A list of the public agencies, organizations, and private citizens commenting on the Draft EIR;
- Responses to the issues raised in the comments;
- Additions and corrections to the Draft EIR, based on the comments to the Draft EIR.

2.2 PUBLIC REVIEW OF THE DRAFT EIR

Public review is an essential element of the CEQA process that ensures that the Draft EIR is accurate, thorough, and accessible. Between October 21, 1993 and December 13, 1993 the MTA solicited public comment to the NSG-SBV Rail Transit Corridor Draft EIR from public agencies, organizations and individuals. It distributed copies of the Draft EIR to over 85 agencies and organizations (see Appendix A) to encourage review and response to the document and held two public hearings to further facilitate public participation. In the course of the public review period, a total of fourteen comment statements were received, including nine letters and five statements made during the public hearings. Table 3 identifies each of the individuals or agencies that responded to the DEIR and Appendix B incorporates copies of the written comment letters received.

The two public hearings occurred on subsequent evenings at separate locations in the western and eastern San Gabriel Valley. Public notice of the hearings was posted through local and regional newspapers and notices mailed to civic groups and homeowner associations. The first hearing occurred on Wednesday, November 17, 1993 at the City of Arcadia, Council Chambers located at 240 West Huntington Drive in Arcadia. The second hearing took place on Thursday, November 18, 1993 at the City of San Dimas, City Council Chamber located at 245 East Bonita Avenue in San Dimas. Each public hearing began with an informal open house and then proceeded with the official public hearing for presentation of public testimony.

TABLE 3 Agencies, Organizations, and Individuals Responding to the Draft EIR		
Reference No.	Respondent	Agency/Organization
WRITTEN COMMENTS		
Letter 1	T.A. Nelson	Community Member
Letter 2	Kenneth C. Farfsing, City Manager	City of South Pasadena
Letter 3	Eva Lueck, Assistant Superintendent	South Pasadena Unified School District
Letter 4	Wilford Melton, Senior Transportation Planner	State of California Department of Transportation
Letter 5	John Jontig, Light Rail Project Manager	City of Pasadena
Letter 6	Rick Cole, Mayor	City of Pasadena
Letter 7	Diann Ring, Mayor	City of Claremont
Letter 8	Dan McNamara, President	Train Riders' Association of California
Letter 9	Vance Pomeroy, Assistant Planner	City of Monrovia
PUBLIC TESTIMONY		
Statement 1	John Jontig	City of Pasadena
Statement 2	Steve Sizemore	City of Duarte
Statement 3	Tom Nelson	Community member
Statement 4	John Campbell	Community member
Statement 5	Gregg Yost	City of Hope National Medical Center

2.4 RESPONSE TO COMMENTS TO THE DRAFT EIR

During the course of the 45-day review period the Lead Agency received 9 comment letters and 5 public testimony statements concerning the Draft EIR. The comments addressed a range of issues, including the following:

- Scope of the Draft EIR
- Introduction and Summary
- Project Description
- Environmental Setting
- Environmental Issues Analysis, including:
 - Population and Housing
 - Land Use
 - Transportation and Circulation
 - Noise
 - Earth, Water, and Risk of Upset
 - Public Service
 - Public Utilities and Energy
 - Aesthetics
 - Cultural and Historical Resources
 - Construction Impacts
- Alternatives to the Proposed Project
- Other Environmental Effects
- General Comments to the Draft EIR

The comments and the responses to the comments are organized by the topic headings listed above; the source of the comment (letter or public statement) is indicated at the end of the paragraph in italics.

Scope of Draft EIR

Comment 1:

In the Introduction and Summary, it should be noted that although commuter rail projects are exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15275, the commuter rail shuttle portion of this project was included in the scope of this EIR because it is a part of a larger project which is subject to CEQA. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Comment is noted. As defined in CEQA Guidelines, Section 15378, a "project" is "the whole of an action" affecting the environment. This definition dictates that if a portion of a project may not individually have an environmental impact, but that in concert with the rest of a project it may, all components should be analyzed as one project. In Chapter 1.0, Introduction and Summary, page 1, the following sentence should be added to the sixth (last) paragraph as the second sentence:

"Although commuter rail projects are exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15275, the commuter rail shuttle portion of this project was included in the scope of this EIR because it is a part of a larger project which is subject to CEQA."

Comment 2:

The Introduction and Summary states that the two-tier project, as identified in the preliminary study, includes the commuter rail shuttle connector from Duarte or Irwindale, which would operate until the light rail system could be implemented along this segment. Claremont is not looking for additional light rail coming to our existing Metrolink station. Claremont has repeatedly argued against light rail at our existing Metrolink station. We question the safety of people crossing one set of tracks to get to another. Also, there is insufficient right-of-way in Claremont and other cities to add the needed double tracks for the light rail in addition to the track for the Metrolink train to Los Angeles.

We are concerned that in spite of our previous objections, plans still exist to have light rail alongside the Metrolink tracks in the future. The EIR does not address this issue of mixing the two technologies in Claremont or other cities where there is existing Metrolink service. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

The project evaluated in this EIR, as described in Chapter, 2.0, Project Description, is a LRT extension from Pasadena to Irwindale and a commuter rail segment between Irwindale and Montclair. The potential impacts of extending LRT to Montclair from Irwindale are addressed briefly as a project alternative in this EIR. Although the mixing of transit technologies is not specifically discussed, the issue would need to be evaluated in a separate environmental document, if such a project is pursued in the future. The impact of mixing the two transit technologies in Claremont is not considered part of the currently proposed project.

Comment 3:

The City of Pasadena requests that the processing of the above project (NSG-SBV Rail Transit Corridor) be expanded to also secure all environmental clearances needed to fully comply with requirements of the National Environmental Policy Act. Existing severe budget constraints render unlikely the possibility that future rail projects can be built solely with local funds. Although expanding the current environmental processing to meet NEPA requirements will cause some delay and additional costs now, it is our conviction that, in the long run, such action will save the affected agencies significant time and money. (*Letter 6 - Rick Cole, Mayor, City of Pasadena*)

Response to Comment

Compliance with the National Environmental Policy Act (NEPA) is required of projects that are carried out, financed, or approved in whole or in part by federal agencies. Most of the proposed candidate corridor projects are required to comply with the requirements of the State of California Environmental Quality Act (CEQA), but not NEPA because no funding from federal agencies is planned for these projects.

Other MTA rail projects, such as the Metro Red Line, require NEPA review because they are partially funded by the federal government. The Crenshaw Boulevard Corridor project, which has not yet entered its environmental review phase, also will require preparation of a combined EIR/EIS because of the decision to seek federal funding. In this case, the need to comply with NEPA was reached well prior to the initiation of the environmental review process.

Dwindling revenues have engendered budget constraints which may oblige the MTA to look for new funding sources for its planned rail projects. A pledge of funding from the federal government for local light rail projects would trigger NEPA. Such funding, however, is not now available, nor is it actively being sought by the MTA for the NSG-SBV Rail Transit Corridor project. An EIS would be required if the MTA chose to seek federal funds.

Although joint NEPA-CEQA (EIS-EIR) documents are encouraged, active federal involvement is crucial to a federal agency's ability to rely on an EIR. NEPA regulations generally prohibit federal agencies from relying on documents prepared without active federal involvement. To this point, no federal agency has been involved actively in the planning or review of the NSG-SBV Rail Transit Corridor project. Additionally, federal agencies are not likely to cooperate in the process when compliance with NEPA is not even required for the project due to the absence of federal funding.

Also, although the Final EIR for the proposed project has not yet been certified, 95% of the project, including planning and environmental evaluation, has been completed. Involvement of the federal government at this late point would cause substantial delay and cost to both the MTA and the federal government and would not necessarily result in the cost savings suggested in the comment.

Comment 4:

The proposed project contains improvements within the I-210 Freeway which will require a federal environmental document as determined under NEPA. (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment

Preparation of an Environmental Impact Statement in compliance with the National Environmental Policy Act (NEPA) is required of projects that are carried out, financed, or

approved in whole or in part by federal agencies. Because the proposed project will encroach into a federal route it will require the preparation of a Project Report to document the effects of its construction on the highway. Preparation of NEPA documents, however, is not necessary because the project does not involve federal financing, approval, or administration. Also, see Response to Comment 3.

Comment 5:

We are currently working with RCC staff in reviewing construction details for the Pasadena Blue Line. We are concerned that the DEIR ignores the cumulative impacts of the new project on the existing Pasadena Blue Line, especially in the areas of circulation and noise. Delays at intersections have direct impact on our public safety response for both our police and fire departments. (*Letter 2 - Kenneth C. Farfing, City Manager, City of South Pasadena*)

Response to Comment

The MTA anticipates that the cumulative impacts on the Pasadena Blue Line project from the NSG-SBV Rail Transit Corridor project will be less than significant. The number and frequency of trains proposed for the Pasadena Blue Line project is expected to be adequate to serve the forecast patronage of that line plus that of the NSG-SBV project. Under this assumption, no increase to the number or frequency of trains beyond that analyzed in the FEIR and SEIR for the Pasadena Blue Line project would result from the NSG-SBV project. Therefore, no cumulative noise or other environmental impacts would be generated by the NSG-SBV project along the Pasadena Blue Line corridor, with one exception.

The only potential impact not evaluated by the Pasadena Blue Line project is the possibility for increased vehicle traffic around its stations from patrons using the system to travel counter to the normal commute (east in the AM, west in the PM). Counter-commute patronage is not expected to be so significant, however, as to create additional traffic impacts surrounding station sites. As indicated in the DEIR, Appendix E, Table A, only 896 riders would travel in the eastbound direction from the Pasadena Blue Line and these patrons could originate any where throughout the system. Additionally, it should be noted that implementation of the NSG-SBV Rail Transit Corridor project would potentially reduce the volume of traffic around the Sierra Madre Villa station, as patrons from points east who might use this station would have access to stations on the NSG-SBV route.

Comment 6:

Page 8 - Summary - The DEIR should state that a major purpose of the project is to provide mass transit from downtown Los Angeles, as well as points east into Pasadena, with the east San Gabriel and San Bernardino Valleys. The scope of the DEIR should be expanded to include the communities of Los Angeles, South Pasadena and the west and central portions of Pasadena.

The majority of regional exhibits, as well as the draft text, fails to address this fact. (*Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena*)

Response to Comment

Although the Pasadena Blue Line project is integral to the realization of the NSG-SBV Rail Transit Corridor project, the potential environmental effects of the latter are limited to the communities directly adjacent to the project. Impacts to noise, traffic, parking, land use, public services, and other resources and from construction are localized effects that would not affect Los Angeles, South Pasadena, or western and central portions of Pasadena. As explained in Response to Comment 5, the NSG-SBV project would not result in cumulative impacts in those cities, as the frequency and number of trains is not expected to increase beyond what is already planned for the Pasadena Blue Line.

Comment 7:

General Note - The text is not specific on the cost estimate of the project. It is suggested that the costs for each component be included - light rail, heavy rail, stations, etc. (*Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena*)

Response to Comment

The cost component of the proposed project is not considered to be an environmental effect, and is therefore not discussed in this document. The purpose of an Environmental Impact Report is to identify and evaluate potential, significant environmental effects and identify ways to avoid or reduce those effects. The cost of the project is presented in the Preliminary Planning Study as one of the evaluation criteria used in the comparative analysis of various project alternatives.

Comment 8:

The South Pasadena Unified School District has very serious concerns regarding some mitigation measures listed in the Draft EIR. Specifically, the impact the Blue Line will have on our Arroyo Vista Elementary School. We are uneasy about the noise and dust during construction, and the noise when the Blue Line becomes operational. Mitigation must be considered in Items:

- 4.2.1 Land Use
- 4.5 Noise
- 4.7.1 Public Service: Schools
- 4.12 Construction Impacts.

The Arroyo Elementary School is an old facility; it is not air conditioned, and the windows are often open for ventilation. Therefore, the impact of the noise and dust is very significant and jeopardizes our ability to operate a quality educational program. Mitigation measures such as air conditioning, double-paned windows, and providing sound barriers must be included in the

EIR. We would like these issues explored and addressed before the EIR is finalized. (*Letter 3 - Eva Lueck, Assistant Superintendent, South Pasadena Unified School District*)

Response to Comment

The Arroyo Vista Elementary School, located at 335 El Centro Street in South Pasadena, is located approximately 5.5 miles from the nearest portion of the NSG-SBV Rail Transit Corridor project. At this distance, the school would not experience significant environmental impacts as a result of the NSG-SBV Rail project, which begins in east Pasadena at Sierra Madre Villa Avenue. Also, see Response to Comment 5 regarding the cumulative impacts of the project on the Pasadena Blue Line project.

Introduction and Summary

Comment 9:

On page 8 in the second sentence of the first paragraph the last word should be continues rather than continue to agree with singular subject of the sentence. (*Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena*)

Response to Comment

Comment is noted. In Chapter 1.0, Introduction and Summary, page 8, first paragraph, first sentence, the word "continue" should be revised to read "continues".

Project Description

Comment 10:

On page 45, potential impacts are identified at key intersections, including Indian Hill Boulevard, College Avenue, and Claremont Boulevard. It should be clarified that impacts have been determined to be insignificant. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Comment is noted. As indicated in the Environmental Impacts subsection of Section 4.4, Transportation and Circulation (pages 166-187), traffic impacts at Indian Hill Boulevard, College Avenue, and Claremont Boulevard are expected to be less than significant. In Chapter 2.0, Project Description, page 46, fourth paragraph, the following sentence should be added following the fourth sentence:

"(The Transportation and Circulation analysis has found that traffic impacts at these intersections would be less than significant.)"

Comment 11:

Page 48: Proposed Yard Sites. Site 1a: The triangular portion as well as a significant portion of the old AT&SF right of way is owned by the Avon Corporation. Avon is the greatest source of sales tax revenue to the City of Pasadena. Avon acquired the property for future expansion. A yard using this property would have significant negative fiscal impact on the City of Pasadena. *(Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena)*

Response to Comment

Comment is noted. Use of Site 1a or 1b, as described and illustrated on pages 48 and 49 of the DEIR, would potentially generate adverse fiscal impacts upon the City of Pasadena. Such impacts could affect the City's ability to provide adequate public services as they relate to planned light rail projects and the City as a whole.

Comment 12:

Site 2b: In addition, the closure of Daisy Avenue may cause a traffic flow problem to future overall city transportation planning. *(Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena)*

Response to Comment

The impacts to traffic due to closure of Daisy Avenue are identified in the discussion of this site on page 48 of the DEIR. The DEIR indicates that "closure of Daisy Avenue would not be expected to have a significant impact on traffic operations, as the low traffic volumes on Daisy Avenue could be accommodated by parallel streets."

Comment 13:

To the three scenarios outlined to accommodate LRT rolling stock, in the Fleet Requirements and Yard Location Analysis, a fourth could be added: Burbank/Glendale LRT is never built. Funding an LRT line that does not serve the heart of Glendale retail center, and to a lesser extent this applies to Burbank, should be questionable. Good mainline track already exists on the chosen LRT alignment. Diesel railcars, eventually electric, could serve this marginal market at appropriate frequencies and thereby reduce the system-wide number of LRVs and yards needed. *(Letter 1 - T.A. Nelson)*

Response to Comment

Although decreasing fleet needs (cars for operation of the Blue Line system) by eliminating the Glendale-Burbank project could potentially reduce the size of the storage yard necessary for implementation of the NSG-SBV Rail Transit Corridor project, it would not eliminate the need for such a facility. A location for a storage yard would still need to be identified. The alternative proposed in Comment 13 would not adequately meet the storage and maintenance needs of the proposed project and is not a feasible alternative to be evaluated in this report.

Comment 14:

In the Engineering Plan and Profile Drawings, Drawing Nos. SG-47 and SG-48 show the two existing Metrolink tracks at the Montclair Station. The only track serving the passenger platform is marked "Metrolink Shuttle Layover Siding." What happens when a regular Metrolink through train arrives while a shuttle is occupying this track? (*Letter 1 - T.A. Nelson*)

Response to Comment

Comment is noted. On page SG-48 of the Engineering Plan and Profile Drawings the Metrolink Shuttle Layover Siding is mislabeled. The main line track further south, away from the station platform, should be labeled as the layover track for the Metrolink Shuttle. This line is no longer used for long-haul freight service, thus reducing traffic and creating adequate pockets of time to allow the layover of Metrolink trains. The Engineering Plan and Profile Drawings, on page SG-47, should be revised to identify the main line track to the south, away from the platform, as the Metrolink Shuttle Layover Siding.

Comment 15:

The Engineering Plan and Profile Drawings has a cross section missing from drawing SG-49 which is labeled for Section E on SG-6 on the existing structure over the eastbound 210 Freeway. Section E on SG-49 is for the Colorado Boulevard Bridge on SG-7. If the cross section is the same for both locations then there is no narrative in the report that states a new structure is being placed over the 210 Freeway with its various impacts on traffic routing, falsework, etc. (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment:

Comment is noted. The cross section reference on SG-6 should be for Section B. The Section B detail shows the cross section for the Michillinda and Baldwin Avenues bridge, which is the same as the cross section for the bridge over the eastbound I-210 Freeway. The Engineering Plan and Profile Drawings, on page SG-6 should be revised by replacing the reference to Section E with a reference to Section B.

Comment 16:

The DEIR does not address the locations of park and ride lots proposed as part of the project. The DEIR should identify all locations and address traffic related impacts to the State facilities. (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment

The park-and-ride lots are an integral component of the proposed project. Pages 53 to 109 of Chapter 2.0, Project Description, describe in detail the location, size, access, and features of each of the thirteen proposed park-and-ride facilities. Photographs, site plans, and text illustrate the character of each of these locations. Section 4.4, Transportation and Circulation (pages 154

to 191) analyzes the potential traffic impacts at intersections and grade crossings located in the vicinity of the station locations. The analysis of future traffic conditions specifically considers the increase in trips generated by cars traveling to the park-and-ride facilities at each station.

Comment 17:

Page 55 and Page 60: Parking Capacity. Parking at the station at Sierra Madre Villa is planned and approved for 1000 spaces. In addition, a possible relocation of the station in the Sierra Madre Villa Avenue area is under consideration and study will be included in a pending SEIR for the Pasadena Metro Project (Blue Line). (*Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena*)

Response to Comment

Comment is noted. Relocation of the Sierra Madre Villa station would not materially effect the project description for the NSG-SBV Rail Transit Corridor project. Analysis of the potential environmental impacts associated with the relocation of the Sierra Madre Villa station will be conducted in the Supplemental EIR prepared for the Pasadena Blue Line project.

Chapter 2.0, Project Description, should be revised by replacing "500" with "1,000" (1) on page 55, Table 3, at the fourth row - Sierra Madre Villa - for both the Initial Phase and Full Buildout, and (2) on page 60, second paragraph, third sentence.

It should be noted that implementation of the NSG-SBV Rail Transit Corridor project would potentially reduce the parking demand at the Sierra Madre Villa station and therefore the required size of the lot. With the extension of the Blue Line to the east, as proposed by the NSG-SBV project, the Sierra Madre Villa station would not be a terminus station. The same level of patronage would not likely use the station because other station locations to the east would be accessible; the size and cost of park and ride facilities at the Sierra Madre Villa station therefore could be reduced with implementation of the NSG-SBV project.

Comment 18:

The photo and diagrams on pages 96 and 97 show the San Dimas Station platform and one parking lot to be on the south side of the track between Cataract and Monte Vista Avenues. However, on page 264, it is stated that the site was shifted to the former rail depot grounds. This statement is confusing, since the depot and the grounds on which it stands are on the north side of the track. The depot is to become a railroad museum and library. (*Letter 1 - T.A. Nelson*)

Response to Comment

The alternative San Dimas station location evaluated on page 264 assumes that the station platform would be located north of Bonita Avenue between Cataract and Eucla Avenues on the

site of the historic San Dimas Lemon Association Packing House and that parking would be located on a vacant lot just south of Bonita Avenue. The Preliminary Planning Study recommended this station site design, which includes the historic Packing House, the actual proposed location for the railroad museum. During the refinement of the project, however, the San Dimas station and parking locations were shifted in order to address access and safety issues. The proposed project station platform was relocated to a site just south of the historic depot, between Cataract and Monte Vista Avenues, and the parking lot was moved to its east, to a lot south of the right-of-way between San Dimas and Monte Vista Avenues.

Comment 19:

On page 104, the text regarding 500 park-and-ride spaces at full build-out should be deleted. A note should be added, however, that additional spaces could be made available if more property is purchased or leased. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Comment is noted. The anticipated peak daily demand for parking at the Claremont station associated with the NSG-SBV Rail Transit Corridor project, as presented in Section 4.4, Transportation and Circulation (Table 30, Page 187), is just 27 cars. Existing facilities at Claremont would be adequate to serve the forecast demand from the proposed project.

Chapter 2.0, Project Description, on page 104, second paragraph, the last sentence should be deleted and replaced with the following:

"Additional spaces could be made available at the Claremont Transit Center in the future, if more property is purchased or leased."

Comment 20:

Page 15 - Transportation and Circulation - The patronage data from Appendix E should be placed into the text. It forecasts that the new project will generate 16,900 daily passenger boardings by 2010. It indicates that 14,654 passengers will make the "mode" shift in East Pasadena to the Pasadena Blue Line. (*Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena*)

Response to Comment

Appendix E describes the methodology by which information in the Ridership and Operation section was derived. It contains technical information that was not considered vital to describing the project.

The Appendix does not forecast that the project will generate 16,900 daily boardings. As presented in Section 2.6 (Table 4) and in Table B in the Appendix, the total daily boardings

forecast is 13,259. The 16,900 figure is the number of daily passenger productions in the westbound direction which is an interim step used in the process of determining the total daily boardings and ridership.

As explained in Appendix E on pages 1 and 2, half of the total number of productions at each station equal boardings (origins) and half equal alightings (destinations), and the same is true of attractions. Therefore, for example, the total number of boardings in Arcadia is projected to be 3,770 $([5,030+1,014+954+542]/2)$, using data from Table A in the Appendix). This is because productions represent two daily trips, one for the origin of the outbound trip and one for the destination of the return trip, and attractions represent two daily trips, one for the destination of the first trip and one for the origin of the return trip. A production is where a roundtrip begins (e.g., home), while the attraction is the land use to which a trip is attracted (e.g., employment center, shopping).

In a wholly self-contained rail line, the number of daily boardings, the number of daily productions along the line, the number of daily attractions along the line, and the total daily line ridership would all be equal. In the case of this project, however, the figures are not equal since passengers may continue their trip along the Pasadena Blue Line to the west of the corridor, and/or may transfer to/from the commuter rail portion of the project in the eastern end of the corridor.

Also, the Appendix does not forecast that 14,554 passengers will make a "mode" shift to the Pasadena Blue Line. The 14,554 figure represents projected daily passenger attractions along the Pasadena Blue Line and is also part of an interim step in the determination of total daily boardings. As indicated in Section 2.6 (Figure 59), on a daily basis, 8,223 riders are projected to board along the project route and continue their trip to the west along the Pasadena Blue Line $([14,654+1,792]/2)$, using data from Table A in the Appendix). An equal number of riders are projected to board along the Pasadena Blue Line and continue their trip eastward on the project representing alightings along the project route (refer to Figure 59 on page 112).

Comment 21:

RCC estimates ridership for the Blue Line at 55,000 daily boardings in 2002. It appears that the ridership of the Blue Line will increase to 69,654 daily passengers with the new project. The DEIR should explore the cumulative impacts upon the Blue Line and its operations. RCC is concerned that the Blue Line will be at capacity in the East Pasadena station by 2002. Additional cars may have to be added at the Del Mar station during peak commute hours to handle the demands along the corridor and at the east Pasadena terminus. (*Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena*)

Response to Comment

As clarified in Response to Comment 20, the number of riders from the NSG-SBV Rail Transit Corridor project expected to continue on the Pasadena Blue Line is 8,223. This figure includes patrons traveling in that direction at non-peak hours and in a reverse-commute pattern. This number would increase ridership on the Pasadena Blue Line to 63,223 from 55,000. As explained in Response to Comment 5, the MTA does not anticipate the need to increase the number or frequency of trains beyond what is already planned for the Pasadena Blue Line to accommodate the riders from the NSG-SBV project.

With regard to the capacity of the East Pasadena (Sierra Madre Villa) station, the NSG-SBV Rail Transit Corridor project would likely relieve demand on this facility. The Sierra Madre Villa station, as currently planned, will accommodate 1,000 parking spaces. Rather than increasing the demand for parking or traffic volume, the NSG-SBV project would relieve these impacts by creating additional stations at locations east of Sierra Madre Villa. Once the NSG-SBV project is implemented, rail line patrons who previously might have traveled to the eastern Pasadena station would access the system at stations in the NSG-SBV corridor. In effect, the proposed project would draw patrons away from the Sierra Madre Villa station, helping to relieve conditions.

Comment 22:

Pasadena Blue Line one-way headways are projected at six minutes during peak commute times. This translates into three minute headways with trains travelling in both directions. The DEIR estimates ten-minute headways for the new project. As requested in our response to the Notice of Preparation, the impacts on at-grade crossings must be examined.

We are requesting that the DEIR evaluate the cumulative impacts on the following grade crossings: Fremont Avenue, Mission Street and Monterey Road/Pasadena Avenue. RCC and City staff are reviewing operational plans for key grade crossings in South Pasadena. Currently, several will function at LOS F based on the existing Pasadena Blue Line operations. Impacts on these intersections must be discussed and mitigation measures proposed. The DEIR should examine the cost and feasibility of grade crossings at these locations. (*Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena*)

Response to Comment

As stated in Comment 22, the headways for the Pasadena Blue Line will be six minutes and the headways for the NSG-SBV Rail Transit Corridor project will be ten minutes. The currently planned higher frequency of Pasadena trains would serve to accommodate the higher patronage on that segment; these headways would not be increased as a result of the NSG-SBV project. Essentially the trains running on the NSG-SBV segment would be incorporated into the operations of the Pasadena line, by extending the route of a portion of the Pasadena trains east to Irwindale. See Response to Comment 5 regarding the anticipated cumulative impact of the NSG-SBV Rail Transit Corridor project on the Pasadena Blue Line.

Comment 23:

Page 111 - Table Four presents ridership data that appears to conflict with Appendix Four. It indicates 13,259 daily boardings, while Appendix Four estimates 16,900. Which information is correct? (*Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena*)

Response to Comment

Appendix E indicates 16,990 passenger productions, not boardings. It also indicates 13,259 daily boardings, which is correctly presented in Table Four. See Response to Comment 20 for a more comprehensive explanation of the difference between boardings, productions and attractions.

Comment 24:

Page 113 - The text indicates that operations for the light rail component of the new project will be from 6:00 a.m. to 12:00 a.m. Are these correct operational times? RCC indicates that the Pasadena Line will operate from 6:00 a.m. to 9:00 p.m. Evening operations may be expanded based upon ridership needs. The text should indicate the size and number of passengers in the heavy rail component. (*Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena*)

Response to Comment

Similar to the Pasadena Blue Line project, the NSG-SBV Rail project initially may only operate to 9:00 p.m. Based on ridership needs, however, these hours of operation may be extended in the future. In order to evaluate a worst-case environmental scenario, it was assumed that trains on the NSG-SBV line would run until midnight.

Table 5 on page 111 and the text of Section 2.6.1, Ridership Projections on page 110, indicate that the number of passengers on the Metrolink shuttle component of the project will be 4,100 passengers.

Environmental Setting**Comment 25:**

Under Section 3.2 Geologic and Hydrologic Character on page 119, in the third paragraph, the Duarte and Walnut Creek Faults are referenced without stating whether they are active, potentially active, or what their activity status is. (*Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena*)

Response to Comment

The Division of Mines and Geology Preliminary Fault Activity Map of California (1992) indicates that both the Walnut Creek and Duarte faults have experienced movement in the late quaternary period. Based on this information, these faults would be characterized as potentially

active. In Chapter 3.0, Environmental Setting, page 118, the following sentence should be added to the end of the third paragraph:

"Both of these faults are considered to be potentially active."

Comment 26:

Under Section 3.3.2 Historical Resources on page 120, the seventh line should be reworded to add the word "other" in front of fruit. The wording would then read as follows:

Within these ranchos, owners grazed farm animals and cultivated crops of wheat, barley, corn, grapes and other fruit. (*Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena*)

Response to Comment

Comment is noted. In Chapter 3.0, Environmental Setting, page 120, second paragraph, the fifth sentence should be revised to read as follows:

"Within these ranchos, owners grazed farm animals and cultivated crops of wheat, barley, corn, grapes and other fruit."

Comment 27:

In several areas of the document, reference is made to the existing freight trains and passenger trains utilizing the right-of-way (pages 24, 26, and 125), but no mention is made of the existing Metrolink trains in these areas. After February, the freight and Amtrack trains will not use this track; only Metrolink and two local freight trains will use the track. Therefore, it is more important to have the references to Metrolink than the references to freight and Amtrack trains. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Comment is noted. In Chapter 2.0, Project Description, at the end of the first paragraph on page 24 and the end of the second paragraph on page 26, and in Chapter 3.0, Environmental Setting, page 125, after the fifth sentence of the fourth paragraph the following sentence should be added:

"Additionally, Metrolink commuter trains currently run through the cities of Montclair, Claremont, Pomona, and La Verne on the same or a nearby and parallel route as the proposed NSG-SBV Rail Transit Corridor project and will continue to do so into the future."

Environmental Issues Analysis

Population and Housing

Comment 28:

On page 104, the pedestrian safety crossing at College Avenue is listed as a constraint. This constraint should be addressed in traffic and circulation analysis. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

The constraints described in the Project Description section, as well as the issues and opportunities, identify the factors taken into consideration during the station site planning and design process, and provide information concerning the physical context of the station areas. Impacts related to pedestrian safety and the pedestrian environment are addressed in Section 4.1, Population and Housing (page 130). That section indicates that the potential for circulation conflicts exists between pedestrians, automobiles, and trains. It also states that all automobile grade crossings would be equipped with crossing barriers to help control pedestrian movement and recommends a mitigation measure for monitoring and addressing potential future conflicts.

Land Use

Comment 29:

Under Section 4.2.1 Compatibility with Existing Land Use and Adopted Local Area Plans on page 132, Table 11 is referred to as summarizing sensitive land uses in close proximity to the (rail line) alignment. The term "close proximity" should be defined. (*Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena*)

Response to Comment

Comment is noted. Table 11 lists sensitive land uses located within 20 to 800 feet of the alignment. Generally, sensitive land uses, such as homes, churches, and schools within 200 feet were considered to be "in close proximity" to the project. Larger-scale sensitive uses located at greater distances, such as hospitals, also are included in the table to acknowledge their presence, although they may be located a good distance from the project alignment, outside of the area of potentially significant impacts.

Transportation and Circulation

Comment 30:

On page 15, item 4.4 - Transportation and Circulation - It is stated that the project generates significant circulation impacts. Please submit a copy of the traffic study showing traffic related

impacts to State highways and the necessary mitigation measures to rectify the impacts. (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment

The "Summary of Environmental Impacts" table on page 15 indicates that the proposed project would generate traffic impacts. Section 4.4, Transportation and Circulation, pages 154 to 191, evaluates the traffic-related impacts of the project and recommends mitigation measures for reducing impacts. As discussed in that section, five to six intersections would be significantly impacted, including the intersection of Irwindale Avenue with the I-210 eastbound ramp. The DEIR recommends intersection improvements to Irwindale Avenue (page 190) that would adequately mitigate impacts at this location.

Comment 31:

We would like to review the entire DEIR to identify and analyze the following: existing and future volume generation and trip distribution for the project and related projects, projected up to the year 2015. The intersection Capacity Utilization (ICU) analysis showing any change in the Level of Service (LOS) from existing to future. The ICU analysis, using a 10% yellow clearance, a capacity of 1600 vehicle per lane for through lanes and for any Caltrans intersection impacted by the project. A Caltrans intersection is an intersection of which one or more legs are designated State routes. (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment

Existing and projected future daily volumes at grade crossings affected by the project are presented in Section 4.4 of the DEIR (Tables 20 and 26), while existing and projected future AM and PM peak hour turning movement volumes at key intersections along the corridor are presented in Appendix F of the DEIR. Future vehicular trip generation estimates for the project are presented in Table 25.

Distribution and assignment of the project-generated trips was based on an analysis of the locations of residential and commercial areas within the expected service area of each station and the locations of major streets serving the station. Trip generation and distribution for related projects were not explicitly included in the DEIR, as the future cumulative traffic volumes projected in the DEIR were based on model forecast data from the MTA CMP model, which in turn is based on SCAG socio-economic forecasts, and were not based on an analysis of individual related projects.

Future volumes (both cumulative and project specific) were projected in the DEIR for the year 2010, not the year 2015 as requested in the comment, to be consistent with the standard future analysis year used for other MTA projects and both SCAG and MTA long-range modelling. Also, the patronage forecasts, and thus the resultant project trip generation estimates, are based

on SCAG's year 2010 regional socio-economic projections. Regional land use and socio-economic projections are not readily available for the year 2015.

Projected changes in level of service (LOS) from existing to future at major intersections in the corridor are presented in Tables 24 and 29 in Section 4.4 of the DEIR. The levels of service were calculated using the Critical Movement Analysis (CMA) methodology for intersection capacity analysis, not the Intersection Capacity Utilization (ICU) methodology requested in the comment. However, the methods are similar in that they are both planning methods which use volume/capacity (V/C) ratio as the basic measure, aggregated for the critical movements at the intersection, and the two methods yield similar results.

Comment 32:

Page 154 - Transportation and Circulation - This appears to be an appropriate area to analyze the impact of the proposed project on grade crossings from Los Angeles to Pasadena. (*Letter 2 - Kenneth C. Farfing, City Manager, City of South Pasadena*)

Response to Comment

See Response to Comment 5.

Comment 33:

On page 187, Table 30, the initial number of park-and-ride spaces should be changed from 400 to 379, and the number at full build-out should be changed from 500 to 379, with a note that additional spaces could be made available if more property is purchased or leased. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Comment is noted. Table 30 in Section 4.4, Transportation and Circulation (page 187), should be revised at the row related to the Claremont station by replacing "400" with "379" and "500" with "379****" and by adding the following note:

**** Additional spaces could be made available if more property is purchased or leased."

Noise

Comment 34:

In the noise and vibration analysis, the distances to the alignments from sensitive land uses are incorrect for Pomona, Claremont, and Montclair (Noise Analysis Tables 15-17, EIR Tables 31 and 32). In most cases, the residential neighborhoods listed are within 100 feet of the

alignment, not 200 to 400 feet as listed. Because the sensitive land uses are much closer to the train noise than what was assumed in the analysis, noise and vibration impacts could be greater than that concluded in the analysis. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Evaluation of the distance of sensitive uses from the proposed transit corridor alignment was based on assessment of air photos. Distances were measured from the location of the tracks (not the right-of-way) to that of the sensitive use. Sensitive uses include schools, parks, and hospitals, but mostly consist of housing. Buildings that were difficult to identify in the photos specifically as housing, were assumed to be housing in an effort to perform a conservative, worst-case analysis. It should also be noted that a significant change to noise impacts would not likely arise by modifying the location of identified sensitive uses.

Comment 35:

The noise impacts in the EIR are calculated based on worst-case scenarios. This is not necessary, since actual calculations are available from existing Metrolink trains and the Blue Line trains. The EIR should be amended to include this data.

Why were the noise levels of the Metrolink trains not measured, when the existing noise levels for the freight and Amtrack trains operating along this segment were measured? Because freight and Amtrack trains will not use this line after February, future noise impacts will be less than existing noise impacts. This should be noted in the EIR. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

As stated in Section 4.5, Noise, on page 193, "The projections of future noise are based on: measurements of existing light rail and commuter rail equipment operating in Southern California, specifications for the new light rail and commuter rail equipment, and mathematical models of sound generation and sound propagation." The worst-case assumptions for the analysis are related to the speeds of the trains and the location of sensitive land uses. Although speeds are known in Claremont, Montclair and Pomona, because of current Metrolink service through the area, speeds on the remainder of the corridor are site-specific and would vary on different portions of the route. Therefore, "actual calculations" (impacts) from currently running trains are not directly transferable to the entire project area.

Additionally, future noise impacts after the project will not be less than existing noise impacts. L_{max} , the maximum loudness of a single noise event, will be reduced because Metrolink trains are not as loud as freight trains. However, L_{dn} , which is a cumulative measure of total sound energy throughout the day, will be increased because of greater train frequency.

Comment 36:

The analysis should have included more discussion on the existing Metrolink trains which are already operating through La Verne, Pomona, and Claremont. The point should be made that the proposed project will only increase the frequency of the noise and vibration, not the levels of noise and vibration. Currently, there are no sound attenuation walls along the existing Metrolink track. Have there been many complaints since the new horns were installed on the Metrolink trains? Shouldn't this be mentioned in the text? (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

The proposed project would increase the frequency of trains through the project area. In commuter rail segments, the L_{max} , or maximum loudness, would be the same as or slightly lower than existing conditions since Amtrak and freight train horns, which are currently sounded in the area, represent the loudest potential noise. The greater frequency of trains, however, would increase the noise exposure by raising the L_{dn} or L_{eq} , which reflect the total sound energy for the day. Therefore, the noise exposure would increase due to the project, but the maximum loudness would remain the same or decrease. Similar impacts would result in the LRT portion of the project area. Additionally, the first paragraph in the Environmental Setting subsection of Noise (Section 4.5, page 192) indicates that the San Bernardino-Los Angeles Metrolink trains on eastern portions of the proposed alignment are existing noise sources in the project area. No complaints have been received by the MTA about the new horns recently installed on the Metrolink trains. However, as indicated in the DEIR, horns being blown at grade crossings are still the most significant source of noise associated with the proposed project.

Comment 37:

The proposed 14-foot sound walls would have a significant visual impact on adjacent properties. The walls are not an acceptable mitigation measure in our community; therefore, the noise analysis should not assume them. The unavoidable adverse impacts regarding noise impacts should include all properties which will be significantly impacted assuming the 14-foot walls are not constructed in order to insure the adequacy of the EIR. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Section 4.7, Aesthetics, identifies the potential visual impact of the sound walls on page 237 of the DEIR. To address this potential impact and offer cities the opportunity to weigh the benefits and drawbacks of constructing the sound walls, the DEIR recommends a mitigation measure that ensures local involvement in developing noise-related mitigation measures. If no sound walls are constructed in a community, then the resulting impacts would be the same as those that would occur prior to mitigation, as described in the "Environmental Impacts" subsection. In identifying the significance of noise impacts of the project prior to mitigation and the level of

significance with mitigation, the DEIR adequately discusses the full range of potential noise impacts.

Comment 38:

In the EIR, it is proposed, as mitigation to noise impacts, to have local community involvement to balance concerns regarding aesthetics and noise. This process should have been done as part of the EIR, so the impacts could be clearly described in the document. *(Letter 7 - Diann Ring, Mayor, City of Claremont)*

Response to Comment

The DEIR clearly assesses the worst-case potential impacts that the proposed project could generate with regard to noise and aesthetics. To mitigate significant adverse impacts, the Noise section recommends that the MTA work with communities along the alignment to develop appropriate, site-specific noise mitigation measures to protect sensitive uses, while balancing community priorities. During the refinement stages of the proposed project, as detailed engineering, construction and operations plans are developed, the MTA and local communities will have a more realistic and detailed basis upon which to develop mitigation measures. This process will afford the MTA and local communities the necessary time and information to develop appropriate, effective, and agreeable measures.

Comment 39:

Page 195 - The DEIR does not analyze the noise impacts from the increase in light rail trains on the Pasadena Blue Line. Current PUC regulations require that an audible signal be sounded at each crossing. RCC has not resolved the various options, including audible signals located in the crossing mechanisms. The DEIR should address the cumulative impacts on noise levels in South Pasadena from the increase in trains. *(Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena)*

Response to Comment

See Response to Comment 5.

Earth, Water, and Risk of Upset

Comment 40:

Under Section 4.6.3 Watercourses, Flood Hazards, and Drainage; mitigation measures for the Rail Transit corridor crossing blue line streams does not include the possible need for obtaining 1601 permits from the State of California Department of Fish and Game for disturbing blue line streams. *(Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena)*

Response to Comment

Comment is noted. In Section 4.6.3 Watercourses, Flood Hazards, and Drainage, page 207, second paragraph, the following sentence should be added after the third sentence:

"These impacts also could require a similar permit (1601) from the State Department of Fish and Game."

On page 208, the first bullet item should be revised to read as follows:

"Prior to construction of the project, coordination with the U.S. Army Corps of Engineers and State Department of Fish and Game shall be sought to determine if a Section 404 permit or a Section 1601 permit is required by the NSG-SBV Rail Transit Corridor Project for any of its Blueline Stream crossings."

Public Service**Comment 41:**

In the summary of Environmental Impacts, Table 2 on pages 14 through 21, under mitigation measures, 4.7.2 Public Services: Police the possible impact of "Theft, burglary, and other crimes (which) may occur at park-and-ride facilities ..." is not addressed. Actual, as well as perceived crime, occurring at park-and-ride facilities could lower expected ridership thus lowering the project's beneficial impact on air quality as well as actual crime being injurious to the person or belongings of potential riders. (*Letter 5 - John Jontig, Light Rail Project Manager, City of Pasadena*)

Response to Comment

Comment is noted. In Section 4.7.2, Police, page 214, fourth paragraph, the following should be added after the second sentence:

"Actual, as well as perceived crime, occurring at park-and-ride facilities could lower expected ridership thus lowering the project's beneficial impact on air quality as well as actual crime being injurious to the person or belongings of potential riders."

Public Utilities and Energy**Comment 42:**

The project's benefit in decreasing transportation energy is rightfully pointed out, but the EIR's authors fell into the same trap as in many other EIRs prepared for MTA and its predecessor, LACTC. The word "consumption" is used incorrectly on pages 230-233 in reference to energy

usage. Fuel can be consumed, but not electrical or any other type of energy. A basic law of physics states that energy can be neither created nor destroyed. It can be used but not consumed. (*Letter 1 - T.A. Nelson*)

Response to Comment

Comment is noted. Section 4.9, Public Utilities and Energy (pages 230-233) should be revised by replacing the word "consumption" with the word "usage" (1) on page 230, second paragraph, second sentence, (2) on page 232, fourth paragraph, first and third sentence, (3) on page 233, first paragraph, first and second sentence, (4) on page 233, Table 41 (title), and (5) on page 233, second paragraph (Mitigation Measures), first sentence. On page 232, fourth paragraph, the fifth and sixth sentences should be revised by replacing "consume" with "use".

Aesthetics

Comment 43:

The 14-foot sound walls, if constructed as proposed for mitigating noise along the Metrolink segment of the project, will have a significant visual impact on adjacent properties, especially since existing development is primarily one story. This should be pointed out in the EIR. Landscaping along the walls will only partially mitigate their impact. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Section 4.7, Aesthetics (page 237, first bullet item, second paragraph) indicates that the sound "walls would potentially block significant views of the San Gabriel Mountains, and generally disrupt the aesthetic quality of the environment along the alignment."

Cultural and Historical Resources

Comment 44:

There is a typing error on page 6, paragraph 4, line 4 of the "Cultural and Historical Resources Survey Report". The Colorado Boulevard Bridge was originally constructed in 1913, not 1993 (the bridge was reconstructed in 1993). (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment:

First-source documentation reveals that the Colorado Boulevard Bridge was constructed in 1933, and has not been seriously altered, i.e., reconstructed, since that time. The "Cultural and Historical Resources Survey Report," page 6, paragraph 4, line 4 should be revised as follows:

"The Colorado Boulevard Bridge, constructed in 1933, reflects Art Deco/Moderne features ..."

Construction Impacts**Comment 45:**

A Project Study Report (PSR) and Project Report (PR) will be required to follow the Caltrans Project Development Process for all projects over \$300,000.00. In addition, all projects within or effecting the State right-of-way require a Caltrans Encroachment Permit. (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment

Comment is noted. A Project Study Report (PSR) and Project Report (PR) will be prepared if such documentation is determined to be necessary for implementation of the NSG-SBV Rail Transit Corridor project. Additionally, if determined necessary, the MTA will secure a Caltrans Encroachment Permit for the project.

Comment 46:

Caltrans has adopted the International System of Units (S.I.). Caltrans will begin expressing weights and measurements in metric expressions for all technical reports (this includes Project Study Reports and Project Reports) issued after January 01, 1994. From January 01, 1994 to January 01, 1995, report preparers shall express weights and measures in metric expressions, followed by Imperial expressions in parentheses. After January 01, 1995, weights and measures shall be expressed only in metric standards in all technical reports. (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment

Comment is noted. If a PSR or PR is required by Caltrans for implementation of the NSG-SBV Rail Transit Corridor project, weights and measures discussed in those reports shall be expressed in metric units in accordance with the requirements described by Caltrans.

Comment 47:

On page 21, item 4.12 - Construction Impacts - It is stated that the project would result in closure of roadway lanes and re-routing of traffic during construction. Traffic handling/detour plans for those streets intersecting the freeway on- and off-ramps shall be reviewed by Caltrans as part of an overall review of design/construction plans. (*Letter 4 - Wilford Melton, Caltrans*)

Response to Comment

Comment is noted. In Section 4.12, Construction Impacts, the following sentence should be added to the end of the fifth paragraph on page 252 and as a mitigation measure on page 255:

"Traffic handling/detour plans for those streets intersecting the freeway on- and off-ramps shall be reviewed by Caltrans as part of an overall review of design/construction plans."

Alternatives to the Proposed Project

Comment 48:

My name is Tom Nelson. I am just representing myself this evening. I am a consulting engineer, and I live in the Hollywood area, which isn't too related to this area.

I have just obtained a copy of the Draft EIR, so I haven't had time to study it. From preliminary review of the maps which I have been looking at, it appears that the number of alternatives that originally were in the preliminary planning study have been cut down to apparently one or possibly two station changes, perhaps, so it simplifies it, and I think perhaps that was a good move. And I intend to send in written comments after I have had time to review the entire DEIR, so that's about it. *(Statement 3 - Tom Nelson)*

Response to Comment

The Preliminary Planning Study assessed the feasibility of six alternative route alignments. The NSG-SBV Rail Transit Corridor DEIR analyzes in depth a modified version of one of these alternatives (Alternative 2) as the proposed project, and briefly assesses another preliminary alternative (Route 30) in the Alternatives to the Proposed Project chapter.

Comment 49:

My name is John Campbell. My address is 707 Crocus Court. That's in Rancho Cucamonga. At this time I just briefly looked at the alternative routes that you show, and basically the Alternative Route No. 1, "LRT to Arcadia"... That route, I feel, would probably best serve, I think, L.A. County plus the area that I live in, which is Rancho Cucamonga, as opposed to, let's say, alternative Route 2 and 3, because on routes 2 and 3, they utilize -- It's a spur line. I'm not sure who owned it before, but its north of the existing light rail or existing commuter line.

That particular line doesn't serve that many -- that big of an area, and as far as the commuter line, is very accessible from all points north and south of the commuter line due to the different north-south streets in Cucamonga, Ontario, Fontana.

And as far as MTA vacating that right-of-way, I think people in Rancho Cucamonga will support that. It could be turned into some kind of recreational trail, just as Duarte has done with -- I think it was a former P&E right of way in Duarte. That's basically it. *(Statement 4 - John Campbell)*

Response to Comment

Chapter 1.0, Introduction and Summary, incorporates a figure (Figure 3, pages 6 and 7) that illustrates six alternative route alignments for the NSG-SBV Rail Transit Corridor project. These alternatives represent the options that were evaluated as part of the Preliminary Planning Study prepared in 1992. None of these route alignments exactly reflect the proposed route alignment analyzed in the Draft EIR. Figures 8 and 9 on pages 28 and 29 depict the proposed project, which follows the ATSF right-of-way from east Pasadena to Montclair. The project, as currently proposed and evaluated in the EIR, would not extend to Rancho Cucamonga.

Comment 50:

With so many transportation needs in other areas of the county and the shortage of available capital, it would seem prudent to build a least-cost project as an interim facility for this corridor. This concept could be achieved by extending the LRT line only to one of the alternative station sites in Arcadia, the first activity center outside the I-210 freeway median portion. The Metrolink shuttle could continue east from there. Since Arcadia would be a transfer station instead of a terminal station, and more of a destination than origination point due to the nearby racetrack, would there really be a need for up to 1200 parking spaces there, as indicated on page 260? (*Letter 1 - T.A. Nelson*)

Response to Comment

As evaluated in the Preliminary Planning Study, the LRT extension to Arcadia was determined to be both feasible and cost-effective. However, Irwindale was chosen as a more desirable end to the line because of its close proximity to a major freeway interchange (I-210/I-605) and availability of space for a regional park and ride lot. If implementation of the project is phased, then Arcadia or possibly Duarte may be considered as termini for the initial phase of the project. Changes to the project would require compliance with the CEQA process, and, therefore, might require the preparation of a negative declaration, mitigated negative declaration, or supplemental EIR, depending on the potential environmental affects of the changes.

The estimated demand for parking at the Arcadia transfer station described in Section 5.0, Alternatives to the Proposed Project, is essentially based on two factors. The estimated demand for parking at the Arcadia station under the proposed project scenario is 859 spaces. If the Arcadia station were to be constructed as the transfer point between the Metrolink commuter shuttle and LRT, passengers from points east would likely travel the extra distance to the Arcadia station, rather than boarding in Monrovia or Duarte, to avoid an additional mode shift (car to LRT, rather than car to Metrolink to LRT). This modification would attract more passengers to the Arcadia station than anticipated for the proposed project and increase the demand for parking, possibly to a level as high as 1200 spaces. This modification also would potentially result in traffic and circulation impacts at the intersection of Huntington Drive and Second Avenue.

Comment 51:

The project, as currently proposed, would be a duplication of an existing service in Pomona, Claremont, and Montclair. That is why Claremont has argued for light rail or commuter rail along the Route 30 corridor. Because of the current 20-year time frame for construction of this project, more consideration should be given to the Route 30 alternative. Ridership figures may increase enough to support a light rail or commuter rail along Route 30 during this extended time frame. Caltrans plans show that adequate right-of-way exists for light rail or commuter rail. Also, if light rail or commuter rail is placed within the Route 30 corridor, excess land is available there for parking.

The text states that demand forecasts do not currently justify a rail transit project along the Route 30 corridor. This analysis is not included as part of the EIR. A reference should be provided as to where this information is available for review. Do the demand forecasts take into consideration the long time frame for completion of this project? (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Patronage forecasts for the Route 30 alternative, as well as other preliminary route alternatives, are included in Chapter 7.0, Patronage Forecasts, of the *Preliminary Planning Study Along the Northern San Gabriel/San Bernardino Valley Transportation Corridor*, August 3, 1992. This document is available from the San Gabriel Valley Area Planning Team at the Metropolitan Transportation Authority. The Preliminary Planning Study concludes that there is low demand for light rail in the Route 30 corridor, and that demand to Pasadena is low throughout this corridor. The patronage forecasts estimate future ridership potential taking into consideration anticipated growth in the area to the year 2010, based on socio-economic data provided by SCAG. As described in the MTA's *30-Year Integrated Transportation Plan*, Route 30 will incorporate HOV (high-occupancy vehicle) lanes to encourage carpooling.

Comment 52:

It should be noted that, in the future, light rail or commuter rail along this northern corridor to San Bernardino (Route 30) may be part of a multi-regional agency, such as the Southern California Regional Rail Authority. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Comment is noted.

Comment 53:

Claremont continues to support the Route 30 alternative connecting at the terminus of the Foothill Freeway. In Table 1, the EIR text states that after further analysis, it was determined

that the Wheeler Avenue alternative is preferable to the Foothill Boulevard terminus alternative. No reason is given as to why it is preferable. This should be included in the EIR.

There is sufficient right-of-way between San Dimas/La Verne to Upland/Rancho Cucamonga/San Bernardino along Route 30 for a light rail corridor or a track for a commuter rail shuttle. It has not been shown that there is adequate right-of-way along the Wheeler Avenue alternative. (*Letter 7 - Diann Ring, Mayor, City of Claremont*)

Response to Comment

Analysis of the options for a Route 30 transit corridor alignment are included in the *Preliminary Planning Study Along the Northern San Gabriel/San Bernardino Valley Transportation Corridor*, August 3, 1992. The Final Report discusses why the Wheeler Avenue alignment is preferable, indicating the following: "There are significant engineering concerns at each end of the (Route 30) corridor. At the west end, the connection from the ATSF ROW to the existing Route 30 is difficult through the I-210 (Foothill Freeway)/SR-30 interchange. The preferred solution is to connect east of the interchange, running tracks alongside Wheeler Avenue and connecting to Route 30 near Wheeler and Foothill. This would require a short aerial structure as well as air rights and property acquisition near Foothill Boulevard." (p. 11-8)

Comment 54:

The proposed station site on the former depot grounds adjacent to the intersection of Myrtle Avenue and Duarte Road is the preferred station site for most all considerations, financial, planning, and environmental. However, there are potential significant, but not unmitigatable environmental impacts. The proximity of the several ingress/egress points of the station and its parking lots to the intersections of Myrtle Avenue with the freeway ramps and with Duarte Road could cause considerable traffic problems. Turning movements, overlapping traffic backing up behind traffic controls (lights, etc.), and the associated safety and air quality problems are impacts considering the existing traffic generation and intersection levels-of-service (the highest in Monrovia).

The possible solution, yet not necessarily the City's preference, could be an alternative station site. The City proposes that an alternative station site location near the intersection of Mountain Avenue and Duarte Road be analyzed to determine if it is an environmentally superior alternative and to clear the way for its possible use in case the former depot ground are unusable.

See the attached map for the location. [The attached map indicates a site at the northwest corner of Mountain Avenue and Duarte Road.]

The City believes that sufficient land would be available to accommodate the necessary parking for both light rail and commuter rail and that an appropriate platform could be placed to avoid stopped trains from blocking Mountain Avenue.

Please review and analyze this alternative site location for both light rail and commuter rail purposes to give a viable alternative to the proposed site should any environmental impact seem to be unsurmountable or unpopular. (*Letter 9 - Vance Pomeroy, Assistant Planner, City of Monrovia*)

Response to Comment

Section 4.4, Transportation and Circulation, of the Draft EIR evaluates the potential traffic impacts of the proposed project at intersections adjacent to the Monrovia station and at grade crossings. Table 29 (page 183) indicates that project-related traffic would generate significant impacts at the intersection of Myrtle Avenue and Duarte Road during PM peak hours (LOS F), but that recommended mitigation measures adequately would reduce these impacts to a less than significant level. Queuing at grade crossings is not expected to be significant on Myrtle Avenue (pages 176-182), but would increase with implementation of the proposed project. Safety impacts related to the interface of pedestrians, transit and automobiles is assessed in Section 4.1, Population and Housing, and air quality impacts are evaluated in Section 4.3, Air Quality. As presented in these sections, these impacts would not be significant at the Monrovia station.

The Draft EIR evaluates a number of alternatives to the proposed NSG-SBV Rail Transit Corridor project, including six alternative station site alternatives. The alternative station site proposed in Comment 54 would offer many benefits and likely improve the efficiency of system operations, but would likely result in environmental impacts that are comparable to the currently proposed Monrovia station and similar to those identified for the Duarte station.

By relocating the Monrovia station to Mountain Avenue and Duarte Road, impacts at the Myrtle Avenue/Duarte Road location would be eliminated. Additionally, consolidation of the Monrovia and Duarte stations into a single station would lower project construction and maintenance costs and reduce the number of stops on the route, improving overall system efficiency. Construction of one large, consolidated station versus two smaller stations might also reduce construction-related impacts.

Consolidation of the two stations and their potential use as a LRT-Commuter Rail transfer station, however, would likely generate environmental impacts that would be comparable to those affecting the currently proposed Monrovia station. The impacts of the project, as currently proposed, on the intersections in the vicinity of the Duarte station at Mountain Avenue and Duarte Road are less than significant during both AM and PM peak hours (LOS A and B). Traffic from an expanded (consolidated) station at this location would be increased, but likely would be less than significant or mitigable. Land use displacement impacts would likely be comparable to those at the currently proposed Monrovia station because use of the site suggested in Comment 54 would require acquisition of a developed site, as does the other station.

CEQA requires evaluation of alternatives that would reduce the significant adverse impacts of a proposed project. The environmental impacts of a larger, consolidated station at Mountain Avenue and Duarte Road likely would be comparable to the impacts assessed for the Monrovia station and the Duarte station and therefore were not evaluated as an alternative. Implementation of a consolidated Monrovia/Duarte station at Mountain Avenue and Duarte Road by the MTA would require further evaluation (supplemental EIR or a mitigated negative declaration) to assess the potentially significant impacts on land use displacement and traffic.

Comment 55:

While I am well aware of the capital funding shortfall facing MTA, I nevertheless feel that there is a marvelous opportunity to bring valuable transit service to Pasadena very quickly and at a very low cost. I am referring to the extension of Metrolink from Montclair to Pasadena. The proposed route uses existing rail trackage which would require very little improvement. Enclosed is a map with a bold line showing the route and its relation to several major cities and the existing Metrolink service to the south. The Metrolink Timetable shows points Pomona and east that could make connections with this service, as well as the major Caltrans Park and Ride facility in Montclair.

MTA is currently moving forward with its plans for the Blue Line. Because of funding shortfalls it is unclear when the full length of the Blue Line from Union Station to East Pasadena will be built. In the interim, it is technically feasible to extend a Metrolink commuter train from Montclair Transit Center to downtown Pasadena without any major capital investment beyond a platform in Pasadena.

This Metrolink Commuter train could provide direct access from the entire Inland Empire to the downtown Pasadena business district. With a station located at Union Street, north of Colorado, it would be convenient to the many commuters who currently drive to Pasadena on the very busy I-210 Freeway corridor. In addition, the cities of Arcadia, Monrovia, Irwindale, Duarte, Azusa, and Glendora could be served en route.

Furthermore, even when the Blue Line has been completed to downtown Pasadena, it would continue to make sense to make appropriate provisions for an ongoing Metrolink/Blue Line transfer location in downtown Pasadena or at some location east of downtown. We are very concerned that this linkage will be impossible if MTA extends the Blue Line east of downtown Pasadena where only a single-track alignment is available. Cost-effective solutions should not be foreclosed - particularly with the limited availability of funds.

I urge you to give this concept your serious attention prior to the removal of the trackage now planned early in 1994. I look forward to hearing your response. (*Letter 8 - Dan McNamara, President, Train Riders' Association of California*)

Response to Comment

The Southern California Regional Rail Authority's (SCRRA's) Metrolink service has been implemented very quickly and at a very low cost, largely because all work has occurred within existing railroad rights-of-way and the projects have been categorically exempt under CEQA. However, funding and development of Metrolink stations are the responsibility of the local jurisdiction that wishes to develop a station within its boundary. Due to the cost of a Metrolink station and significantly lower service levels, the City of Pasadena does not support the construction of a Metrolink station within its boundaries. Without active support and station sponsorship by the City of Pasadena, MTA is precluded from further consideration of Metrolink service between Union Street and Sierra Madre Villa, regardless of potential LRT cost savings.

Additionally, that segment of the alternative suggested in Comment 55 extending from Sierra Madre Villa to Union Street is not within the scope of the NSG-SBV Rail Transit Corridor project. Light rail transit between the Union Street and Sierra Madre Villa stations is a committed project segment of the Pasadena Blue Line. Other EIRs and SEIRs prepared by the MTA have evaluated the environmental impacts associated with development of a transit system through that area.

The NSG-SBV Rail Transit Corridor project, which is defined as a LRT extension from Sierra Madre Villa (the Pasadena Blue Line terminus) to Irwindale, and a Metrolink shuttle from Irwindale east to Montclair, would provide many of the same benefits described in Comment 55 for the Metrolink alternative. It would connect to the existing Metrolink service in Pomona and points east, including the Montclair Transcenter; it would connect the Inland Empire (via the connection with existing Metrolink service) to the downtown Pasadena business district; and the cities of Arcadia, Monrovia, Irwindale, Duarte, Glendora, and Azusa would be served. The proposed NSG-SBV project would also be more convenient to the many commuters who currently drive to Pasadena on the very busy I-210 Freeway because LRT would be more frequent and accommodate a larger patronage than the Metrolink.

As briefly evaluated in Chapter 5.0 of the DEIR, Alternatives to the Proposed Project, extending Metrolink to a dual-mode transfer station at "some location east of downtown" Pasadena is feasible. These options for a LRT-Metrolink dual-mode transfer station, in addition to the Irwindale station, include Duarte, Monrovia, or Arcadia, and are evaluated in the alternatives section of the DEIR. Extending the Metrolink component of the NSG-SBV Rail Transit Corridor Project westward to Duarte, for example, and reducing the extent of the LRT component would generally reduce the environmental impacts associated with the project because the Metrolink could operate within the existing right-of-way. Consequently, the current EIR would adequately cover most of the potentially significant environmental impacts of alternative dual-mode transfer station locations. The exception may arise from the need to expand the size of the parking facilities at the selected dual-mode transfer station. Either a supplemental EIR or a mitigated negative declaration would be required to address the potentially significant effects.

Cost-effective solutions east of the Sierra Madre Villa station are not being foreclosed. In fact, many cost-effective measures, such as skip-stop, single track, station consolidation, etc., are currently being examined and analyzed. Skip stop or skip schedule operating strategy is implemented where there is a need for express service between two major centers or where there are closely-spaced stations. It is, however, only to provide operational flexibility to make the system more efficient. Measures such as single track and/or consolidation of stations also are options that could save project capital costs as well as operating and maintenance costs. These strategies will be assessed and environmentally reviewed, consistent with CEQA requirements, when and if it is necessary and appropriate.

In response to the concern regarding removal of trackage, in order to make way for the Pasadena Blue Line construction and re-use the track for Metrolink trackwork projects, all track was to be removed from Union Station in Los Angeles to eastern Pasadena. Metrolink directors, however, have encouraged MTA to preserve a potential Montclair-to-Pasadena commuter rail route by indefinitely postponing the scrapping of four miles of dormant railroad tracks in eastern Pasadena.

Other Environmental Effects

Comment 56:

Page 271 - Cumulative Impacts - The DEIR should be revised to summarize the cumulative impacts to the Pasadena Blue Line and the communities that it crosses through. (*Letter 2 - Kenneth C. Farfsing, City Manager, City of South Pasadena*)

Response to Comment

See Response to Comment 5.

General Comments to the EIR

Comment 57:

I am John Jontig with the light rail section of the City of Pasadena. We have reviewed the document and find it very appropriate and adequate and very well meets the needs. There are a couple of items we are reviewing and will give comments on within the City, but overall it is a very good document and very well worked-out plan. (*Statement 1 - John Jontig, City of Pasadena*)

Response to Comment

Comment is noted.

Comment 58:

We have reviewed the Draft Environmental Impact Report, feel it adequately addresses all the problems associated with the light rail, and we support the project and hope it can come through sometime in the future. Thank you. (*Statement 2 - Steve Sizemore, City of Duarte*)

Response to Comment

Comment is noted.

Comment 59:

My name is Gregg Yost. I live at 1996 B, East Cienega, in the City of Covina, and I work for the City of Hope National Medical Center, which would be right on the corridor here. And this type of transportation would help the City of Hope to reach our production goal and also help our patients by making our facility more accessible to them.

Right now we have patients that take up to four buses to get there. We have employees and volunteers. This would eliminate the time on the current public transportation system. Thank you. (*Statement 5 - Gregg Yost, City of Hope National Medical Center*)

Response to Comment

Comment is noted.

2.4 CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

Chapter 1.0 Introduction and Summary

- a. Chapter 1.0, Introduction and Summary, page 1, the following sentence should be added to the sixth (last) paragraph as the second sentence:

"Although commuter rail projects are exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15275, the commuter rail shuttle portion of this project was included in the scope of this EIR because it is a part of a larger project which is subject to CEQA."

- b. Chapter 1.0, Introduction and Summary, page 8, first paragraph, first sentence, the word "continue" should be revised to read "continues".

Chapter 2.0 Project Description

- c. Chapter 2.0, Project Description, page 46, fourth paragraph, the following sentence should be added following the fourth sentence:

"(The Transportation and Circulation analysis has found that traffic impacts at these intersections would be less than significant.)"

- d. Chapter 2.0, Project Description, should be revised by replacing "500" with "1,000" (1) on page 55, Table 3, at the fourth row - Sierra Madre Villa - for both the Initial Phase and Full Buildout, and (2) on page 60, second paragraph, third sentence.

- e. Chapter 2.0, Project Description, page 104, second paragraph, the last sentence should be deleted and replaced with the following:

"Additional spaces could be made available at the Claremont Transit Center in the future, if more property is purchased or leased."

- f. Chapter 2.0, Project Description, at the end of the first paragraph on page 24 and the end of the second paragraph on page 26, the following sentence should be added:

"Additionally, Metrolink commuter trains currently run through the cities of Montclair, Claremont, Pomona, and La Verne on the same or a nearby and parallel route as the proposed NSG-SBV Rail Transit Corridor project and will continue to do so into the future."

Chapter 3.0 Environmental Setting

- g. Page 118, the following sentence should be added to the end of the third paragraph:
"Both of these faults are considered to be potentially active."
- h. Page 120, second paragraph, the fifth sentence should be revised to read as follows:
"Within these ranchos, owners grazed farm animals and cultivated crops of wheat, barley, corn, grapes and other fruit."
- i. Page 125, after the fifth sentence of the fourth paragraph the following sentence should be added:
"Additionally, Metrolink commuter trains currently run through the cities of Montclair, Claremont, Pomona, and La Verne on the same or a nearby and parallel route as the proposed NSG-SBV Rail Transit Corridor project and will continue to do so into the future."

Chapter 4.0 Environmental Issues Analysis

4.4 *Transportation and Circulation*

- j. Table 30, page 187, should be revised at the row related to the Claremont station by replacing "400" with "379" and "500" with "379****" and by adding the following note:
"**** Additional spaces could be made available if more property is purchased or leased."

4.6 *Earth, Water, and Risk of Upset*

- k. Section 4.6.3 Watercourses, Flood Hazards, and Drainage, page 207, second paragraph, the following sentence should be added after the third sentence:
"These impacts also could require a similar permit (1601) from the State Department of Fish and Game."
- l. On page 208, the first bullet item should be revised to read as follows:
"Prior to construction of the project, coordination with the U.S. Army Corps of Engineers and State Department of Fish and Game shall be sought to determine

if a Section 404 permit or a Section 1601 permit is required by the NSG-SBV Rail Transit Corridor Project for any of its Blueline Stream crossings."

4.7 Public Service

- m. Section 4.7.2, Police, page 214, fourth paragraph, the following should be added after the second sentence:

"Actual, as well as perceived crime, occurring at park-and-ride facilities could lower expected ridership thus lowering the project's beneficial impact on air quality as well as actual crime being injurious to the person or belongings of potential riders."

4.9 Public Utilities and Energy

- n. Section 4.9, Public Utilities and Energy (pages 230-233) should be revised by replacing the word "consumption" with the word "usage" (1) on page 230, second paragraph, second sentence, (2) on page 232, fourth paragraph, first and third sentence, (3) on page 233, first paragraph, first and second sentence, (4) on page 233, Table 41 (title), and (5) on page 233, second paragraph (Mitigation Measures), first sentence. On page 232, fourth paragraph, the fifth and sixth sentences should be revised by replacing "consume" with "use".

4.12 Construction Impacts

- o. Section 4.12, Construction Impacts, the following sentence should be added to the end of the fifth paragraph on page 252 and as a mitigation measure on page 255:

"Traffic handling/detour plans for those streets intersecting the freeway on- and off-ramps shall be reviewed by Caltrans as part of an overall review of design/construction plans."

Engineering Plan and Profile Drawings

- p. Page SG-47, should be revised to identify the main line track to the south, away from the platform, as the Metrolink Shuttle Layover Siding.

- q. Page SG-6 should be revised by replacing the reference to Section E with a reference to Section B.

Cultural and Historical Resources Survey Report

- r. Page 6, paragraph 4, line 4 should be revised as follows:

"The Colorado Boulevard Bridge, constructed in 1933, reflects Art Deco/Moderne features ..."

**APPENDIX A:
DRAFT EIR RECIPIENTS**

NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR EIR PROJECT MAILING LIST

City Managers

City Manager
City of Alhambra
111 South First Street
Alhambra, CA 91801

Mr. Julio Fuentes

City Manager
City of Arcadia
240 West Huntington Drive
Arcadia, CA 91007

ATTN: Mr. David Feinberg
Mr. Donald Duckworth

City Manager
City of Azusa
213 East Foothill Boulevard
Azusa, CA 91702-1395

ATTN: Mr. Joe Guarrera
Mr. Henry Garcia

City Manager
City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706

Mr. Don Penman

City Manager
City of Bradbury
600 Winston Avenue
Bradbury, CA 91010

Ms. Dolly Vollaire

City Manager
City of Diamond Bar
21660 East Copley Drive
Suite 100
Diamond Bar, CA 91765

Mr. Terrance Balenger

City Manager
City of Claremont
207 Harvard Avenue
Claremont, CA 91711

ATTN: Ms. Belle Newman
Mr. Glenn Southard

City Manager
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

ATTN: Ms. Sandi Shannon
Mr. Jesse Duff

City Manager
City of Covina
125 East College Street
Covina, CA 91723-2199

Mr. John Thompson

NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR EIR PROJECT MAILING LIST

City Manager
City of South Pasadena
1414 Mission Street
South Pasadena, CA 91030

Mr. Kenneth Farsfsing

City Manager
City of West Covina
1444 West Garvey Avenue
West Covina, CA 91793

Mr. Jim Starbird

City Manager
City of Temple City
9701 Las Tunas Drive
Temple City, CA 91780

Ms. Denise Ovrom

NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR EIR PROJECT MAILING LIST

Public Agencies

State CEQA Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

ATTN:
Los Angeles County Coordinator
(10 Copies)

United States Department of Transportation
Federal Railroad Administration
P.O. Box 1139
Sacramento, CA 95812-1139

ATTN:
H.T. Paton

State of California
Public Utilities Commission
107 South Broadway
Room 5109
Los Angeles, CA 90012

ATTN:
Tom Hunt and Raymond A. Toohey

Caltrans
Transportation Planning
120 South Spring Street
Room 1-12A
Los Angeles, CA 90012

ATTN:
Gerry Baxter
Wilford Melton

State of California
Regional Water Quality Control Board
101 Centre Plaza Drive
Monterey Park, CA 91754-2156

ATTN:
Eugene C. Ramstedt

County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

ATTN:
Clarice Nash

Foothill Transit
100 North Barranca Avenue
Suite 480
West Covina, CA 91791-1600

ATTN:
Roger Chapin

Metrolink
Southern California Regional Rail Authority
818 West Seventh Street
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Los Angeles, CA 90017

ATTN:
Richard Stanger

NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR EIR PROJECT MAILING LIST

Public Agencies (continued)

San Bernardino Association of Governments (SANBAG) 472 North Arrowhead San Bernardino, CA 92401	ATTN: Mike Bair
Southern California Association of Governments (SCAG) 818 West Seventh Street 12th Floor Los Angeles, CA 90017-3435	ATTN: Alan Havens
South Coast Air Quality Management District (SCAQMD) 21865 E. Copley Drive Diamond Bar, CA 91765-4182	ATTN: Philip Fernando
City of Los Angeles Planning Department 221 South Figueroa Suite 300-A Los Angeles, CA 90012	ATTN: Garland Cheng
City of Los Angeles Department of Public Works 200 North Spring Street Room 362 Los Angeles, CA 90012	ATTN: James Gibson
Private Groups, Organizations, and Institutions	
Amtrak: Office of Public Affairs Union Station 800 North Alameda Street Los Angeles, CA 90012	ATTN: Bruce Heard
Atchison Topeka & Santa Fe (AT&SF) Railway Company 740 East Carnegie Drive San Bernardino, CA 92408-3571	ATTN: J.L. Krupp
Azusa Pacific University Legal Affairs and Special Projects 901 East Alost Avenue Azusa, CA 91702	ATTN: Hank Bode

NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR EIR PROJECT MAILING LIST

Private Groups, Organizations, and Institutions (continued)

Brackett Air Field
Department Program Manager
1615 McKinley
La Verne, CA 91750

ATTN:
Henry Kras

Citrus College
Resource Development
1000 West Foothill Boulevard
Glendora, CA 91740

ATTN:
Pat Rasmussen

Claremont Colleges
Director of Physical Plant
303 East First Street
Claremont, CA 91711-4487

ATTN:
Dale Klein

City of Hope
National Medical and Research Center
Department of Human Resources
1500 East Duarte Road
Duarte, CA 91010

ATTN:
Greg Yost

Foothill Presbyterian Hospital
250 South Grand Avenue
Glendora, CA 91740

ATTN:
Gary Farr

Glendora Community Hospital
General Administration
150 West Alostia Avenue
Glendora, CA 91740

ATTN:
Ron Porter

University of La Verne
Finance and Administration
1950 Third Street
La Verne, CA 91705

ATTN:
Dr. John Mainiero

Los Angeles County Fairgrounds/Fairplex
Human Resources
P.O. Box 2250
Pomona, CA 91769

ATTN:
Malti Mirchandani

San Gabriel Valley Association of Cities
Transportation Subcommittee
2332 Gardi Street
Bradbury, CA 91010

ATTN:
Bea La Pisto-Kirtley

NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR EIR PROJECT MAILING LIST

Private Groups, Organizations, and Institutions (continued)

San Gabriel Valley
Commerce & Cities Consortium
1444 West Garvey Avenue
Room 218
West Covina, CA 91790

ATTN:
Ms. Marco Brown

Foothill Cities
Transportation Coalition
100 North Barranca
Suite 470
West Covina 91791

ATTN:
Mr. Bill Forsythe

Santa Anita Racetrack
Director of Personnel & Public Relations
P.O. Box 808
Arcadia, CA 91066-0808

ATTN:
Arthur Hershey

Santa Teresita Hospital
819 Buena Vista Street
Duarte, CA 91010

ATTN:
Michael Costello

Westminster Gardens
1420 Santo Domingo
Duarte, CA 91010

ATTN:
John Rawlings

NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR EIR PROJECT MAILING LIST

Public Libraries

Public Library
City of Arcadia
20 West Duarte Road
Arcadia, CA 91006

Live Oak Library
4153-55 Live Oak Avenue
Arcadia, CA 91006

Public Library
City of Azusa
729 North Dalton Avenue
Azusa, CA 91702-1395

Claremont Public Library
208 North Harvard Avenue
Claremont, CA 91711

Charter Oak Library
20562 East Arrow Highway
Covina, CA 91724

Duarte Library
1301 Buena Vista
Duarte, CA 91010

County of Los Angeles Library -
El Monte
3224 Tyler Avenue
El Monte, CA 91731

County of Los Angeles Library -
Norwood
4550 North Peck Road
El Monte, CA 91732

Library and Cultural Center
City of Glendora
140 South Glendora Avenue
Glendora, CA 91740

Public Library
City of Irwindale
5050 North Irwindale Avenue
Irwindale, CA 91706

La Verne Library
3640 D Street
La Verne, CA 91750

Public Library
City of Monrovia
321 South Myrtle Avenue
Monrovia, CA 91016

Library - Allendale
1130 South Marengo Avenue
Pasadena, CA 91106

Central Library
City of Pasadena
285 East Walnut Street
Pasadena, CA 91101

Library - Hastings
3325 East Orange Grove Boulevard
Pasadena, CA 91107

Library - Hill Avenue
55 South Hill Avenue
Pasadena, Ca 91106

Library - Lamanda Park
140 South Altadena Drive
Pasadena, CA 91107

Library - San Rafael
1240 Nithsdale Road
Pasadena, CA 91105

Library - La Pintoresca
1355 North Raymond Avenue
Pasadena, CA 91103

Library - Linda Vista
1281 Bryant
Pasadena, CA 91103

Library - Santa Catalina
999 East Washington Boulevard
Pasadena, CA 91104

NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR EIR PROJECT MAILING LIST

Public Libraries (continued)

Sunnyslope Library
346 Rosemead Boulevard
Pasadena, CA

San Dimas Public Library
145 North Walnut Avenue
San Dimas, CA 91773

San Marino Public Library
189- huntington Drive
San Marino, CA 91108

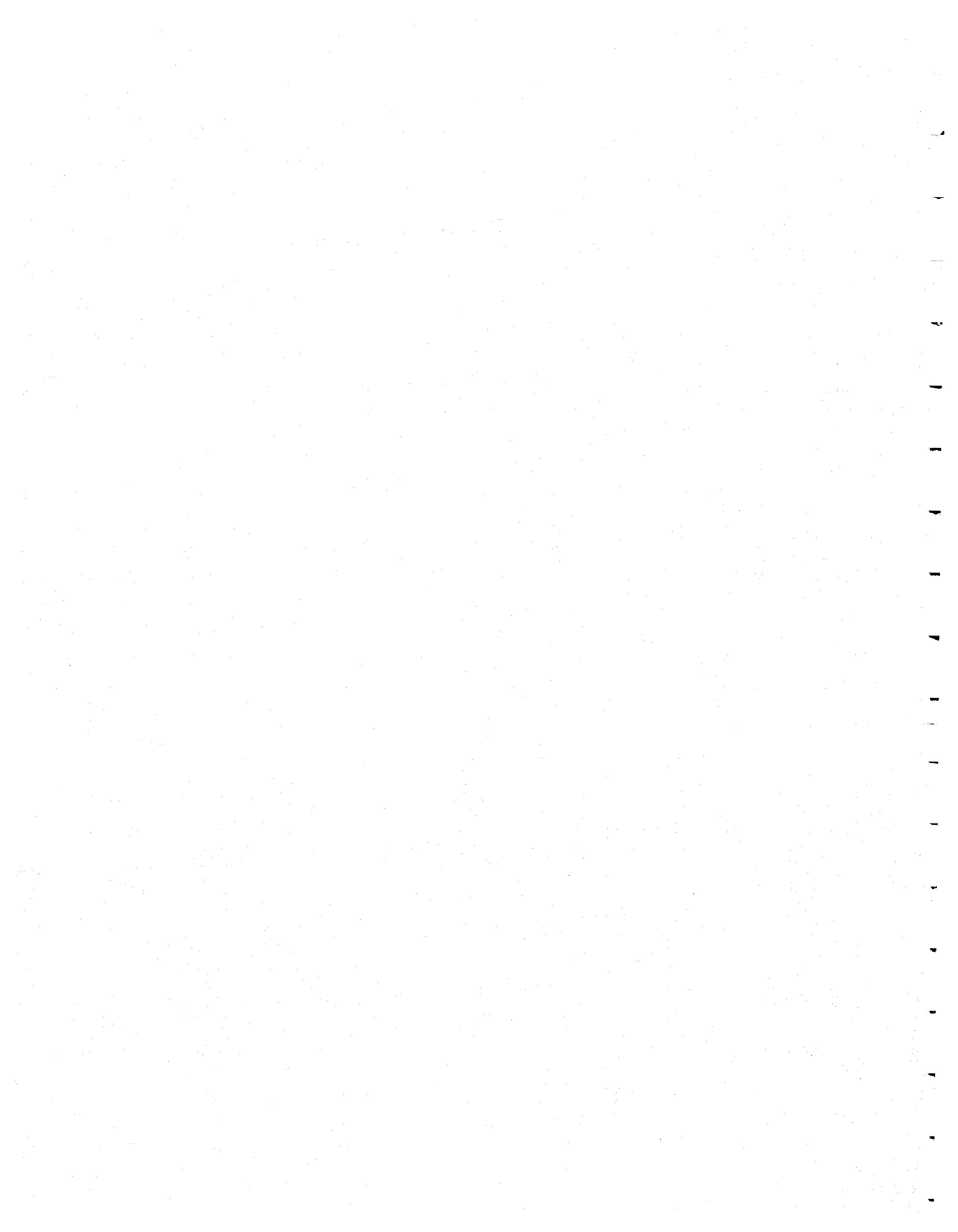
Public Library
City of Sierra Madre
440 West Sierra Madre Boulevard
Sierra Madre, CA 91024

Public Library
City of South Pasadena
1100 Oxley Street
South Pasadena, CA 91030

**APPENDIX B:
COMMENTS TO THE DRAFT EIR**

Commenting Organization/Individual

1. T.A. Nelson, Community member
2. Kenneth C. Farfsing, City Manager, City of South Pasadena
3. Eva Lueck, Assistant Superintendent, South Pasadena Unified School District
4. Wilford Melton, Senior Transportation Planner, Caltrans
5. John Jontig, Light Rail Project Manager, City of Pasadena
6. Rick Cole, Mayor, City of Pasadena
7. Diann Ring, Mayor, City of Claremont
8. Dan McNamara, President, Train Riders' Association of California
9. Vance Pomeroy, Assistant Planner, City of Monrovia



T.A. NELSON, P.E.
CONSULTING ENGINEER
TRANSPORTATION CONSULTANT

2563 Dearborn Dr., Los Angeles, CA 90068 (213) 462-5500

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253553 DEC-18

November 29, 1993

Stephen H. Lantz, Director
MTA San Gabriel Valley Area
818 W. 7th Street
Los Angeles, CA 90017

Dear Mr. Lantz:

The Draft Environmental Impact Report on the North San Gabriel - San Bernardino Valley Rail Transit Corridor appears to cover the subject thoroughly. I offer the following comments for your consideration.

With so many transportation needs in other areas of the county and the shortage of available capital, it would seem prudent to build a least-cost project as an interim facility for this corridor. This concept could be achieved by extending the LRT line only to one of the alternative station sites in Arcadia, the first activity center outside the I-210 freeway median portion. The Metrolink shuttle could continue east from there. Since Arcadia would be a transfer station instead of a terminal station, and more of a destination than origination point due to the nearby racetrack, would there really be a need for up to 1200 parking spaces there, as indicated on page 260?

The photo and diagrams on pages 96 and 97 show the San Dimas Station platform and one parking lot to be on the south side of the track between Cataract and Monte Vista Avenues. However, on page 264 it is stated that the site was shifted to the former rail depot grounds. This statement is confusing, since the depot and the grounds on which it stands are on the north side of the track. The depot is to become a railroad museum and library.

The project's benefit in decreasing transportation energy is rightfully pointed out, but the EIR's authors fell into the same trap as in many other EIRs prepared for MTA and its predecessor, LACTC. The word "consumption" is used incorrectly on pages 230-233 in reference to energy usage. Fuel can be consumed, but not electrical or any other type of energy. A basic law of physics states that energy can be neither created nor destroyed. It can be used but not consumed.

In the Engineering Plan & Profile Drawings, Drawing Nos. SG-47 and SG-48 show the two existing Metrolink tracks at the Montclair Station. The only track serving the passenger platform is marked "Metrolink Shuttle Layover Siding." What happens when a regular Metrolink through train arrives while a shuttle is occupying this track?

To the three scenarios outlined to accommodate LRT rolling stock, in the Fleet Requirements and Yard Location Analysis, a fourth could be added: Burbank/Glendale LRT is never built. Funding an LRT line that does not serve the heart of the Glendale retail center, and to a lesser extent this applies to Burbank, should be questionable. Good mainline track already exists on the chosen LRT alignment. Diesel railcars, eventually electric, could serve this marginal market at appropriate frequencies and thereby reduce the systemwide number of LRVs and yards needed.

Sincerely,

T. A. Nelson

Electric Utility Operations
Manufacturing Quality Control
of Power System Equipment

Railroad Transportation
Coal by Rail
Fixed Guideway Transit





CITY OF SOUTH PASADENA

1414 Mission Street • South Pasadena • California 91030
TEL (818) 799-9101 • FAX (818) 799-1109

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KENNETH C. FARFSING
CITY MANAGER

December 8, 1993

Brian B. Lin and Maria A. Aquirre
Project Manager, San Gabriel Area
L.A. County MTA
818 West Seventh Street (M/S 2400)
Los Angeles, CA 90017

**RE: DEIR COMMENTS - NORTHERN SAN GABRIEL/
SAN BERNARDINO VALLEY RAIL TRANSIT CORRIDOR**

Dear Mr. Lin and Ms. Aquirre:

The City of South Pasadena has reviewed the DEIR for the extension of the Pasadena Blue Line project and compared the draft with our letter of April 5, 1993 (Notice of Preparation). The City is concerned that our initial comments have not been addressed. We are also concerned that we did not receive a full set of draft documents, although this was specifically requested in our April 5th letter. We are very supportive of the Pasadena Blue Line project and the extension of mass transit to the east. This is a much better use of scarce transportation funds as compared to the extension of the 710 Freeway.

We are currently working with RCC staff in reviewing construction details for the Pasadena Blue Line. We are concerned that the DEIR ignores the cumulative impacts of the new project on the existing Pasadena Blue Line, especially in the areas of circulation and noise. Delays at intersections have direct impact on our public safety response for both our police and fire departments.

Page 8 - Summary - The DEIR should state that a major purpose of the project is to provide mass transit from downtown Los Angeles, as well as points east into Pasadena, with the east San Gabriel and San Bernardino Valleys. The scope of the DEIR should be expanded to include the communities of Los Angeles, South Pasadena and the west and central portions of Pasadena. The majority of regional exhibits, as well as the draft text, fails to address this fact.



Brian B. Lin/Maria A. Aguirre
Re: DEIR Comments
December 8, 1993

Page 2

Page 15 - Transportation and Circulation - The patronage data from Appendix E should be placed into the text. It forecasts that the new project will generate 16,900 daily passenger boardings by 2010. It indicates that 14,654 passengers will make the "mode" shift in East Pasadena to the Pasadena Blue Line.

RCC estimates ridership for the Blue Line at 55,000 daily boardings in 2002. It appears that the ridership of the Blue Line will increase to 69,654 daily passengers with the new project. The DEIR should explore the cumulative impacts upon the Blue Line and its operations. RCC is concerned that the Blue Line will be at capacity in the East Pasadena station by 2002. Additional cars may have to be added at the Del Mar station during peak commute hours to handle the demands along the corridor and at the east Pasadena terminus.

Pasadena Blue Line one-way headways are projected at six minutes during peak commute times. This translates into three minute headways with trains travelling in both directions. The DEIR estimates ten-minute headways for the new project. As requested in our response to the Notice of Preparation, the impacts on at-grade crossings must be examined.

We are requesting that the DEIR evaluate the cumulative impacts on the following grade crossings: Fremont Avenue, Mission Street and Monterey Road/Pasadena Avenue. RCC and City staff are reviewing operational plans for key grade crossings in South Pasadena. Currently, several will function at LOS F based on the existing Pasadena Blue Line operations. Impacts on these intersections must be discussed and mitigation measures proposed. The DEIR should examine the cost and feasibility of grade crossings at these locations.

Page 111 - Table Four presents ridership data that appears to conflict with Appendix Four. It indicates 13,259 daily boardings, while Appendix Four estimates 16,900. Which information is correct?

Page 113 - The text indicates that operations for the light rail component of the new project will be from 6:00 a.m. to 12:00 a.m. Are these correct operational times? RCC indicates that the Pasadena Line will operate from 6:00 a.m. to 9:00 p.m. Evening operations may be expanded based upon ridership needs. The text should indicate the size and number of passengers in the heavy rail component.

Brian B. Lin/Maria A. Aquirre
Re: DEIR Comments
December 8, 1993

Page 3

Page 154 - Transportation and Circulation - This appears to be an appropriate area to analyze the impact of the proposed project on grade crossings from Los Angeles to Pasadena.

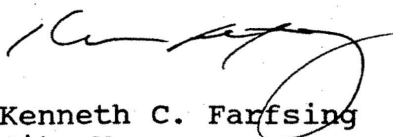
Page 195 - The DEIR does not analyze the noise impacts from the increase in light rail trains on the Pasadena Blue Line. Current PUC regulations require that an audible signal be sounded at each crossing. RCC has not resolved the various options, including audible signals located in the crossing mechanisms. The DEIR should address the cumulative impacts on noise levels in South Pasadena from the increase in trains.

Page 271 - Cumulative Impacts - The DEIR should be revised to summarize the cumulative impacts to the Pasadena Blue Line and the communities that it crosses through.

General Note - The text is not specific on the cost estimate of the project. It is suggested that the costs for each component be included - light rail, heavy rail, stations, etc.

We look forward to working with LACMTA on resolving our concerns. Please do not hesitate to contact me if you have any questions about these comments. The City of South Pasadena requests copies of the response to comments prior to any official action by the LACMTA, or any of the Board's various subcommittees.

Sincerely,



Kenneth C. Farfsing
City Manager

KCF:smh

cc: City Council
Transportation Commission
P. Hawkeye, CM Pasadena



EVA RAE LUECK
Assistant Superintendent
Business Services

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December 9, 1993

Mr. Brian B. Lin
Project Manager, San Gabriel Valley Area
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

Dear Mr. Lin:

RE: DRAFT EIR

The South Pasadena Unified School District has very serious concerns regarding some mitigation measures listed in the Draft EIR. Specifically, the impact the Blue Line will have on our Arroyo Vista Elementary School. We are uneasy about the noise and dust during construction, and the noise when the Blue Line becomes operational. Mitigation must be considered in Items:

- 4.2.1 Land Use
- 4.5 Noise
- 4.7.1 Public Service: Schools,
- 4.12 Construction Impacts.

The Arroyo Vista Elementary School is an old facility; it is not air conditioned, and the windows are often open for ventilation. Therefore, the impact of the noise and dust is very significant and jeopardizes our ability to operate a quality educational program.

Mitigation measures such as air conditioning, double-paned windows, and providing sound barriers must be included in the EIR.

We would like these issues explored and addressed before the EIR is finalized.

I would appreciate hearing from you to discuss the situation. My phone number is 818/441-5710.

Sincerely,

Eva Lueck

EL:sm

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 620-3550

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254196 DEC 15 88



December 10, 1993

Mr. Brian B. Lin
Project Manager, San Gabriel Valley Area
Los Angeles County Metropolitan
Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

IGR/CEQA 11047
DEIR (3011)
Northern San
Gabriel San
Bernardino Valley
Rail Transit
Corridor
Vic. LA-10/30/210

Dear Mr. Lin:

We have reviewed the above referenced document in regards to the San Bernardino Valley Rail Transit Corridor, located between the Pasadena-Los Angeles Terminus and Montclair's Transcenter in the County of San Bernardino.

Based on the information received, we have the following comments:

1. On page 15, item 4.4- Transportation and Circulation- It is stated that the project generates significant circulation impacts. Please submit a copy of the traffic study showing traffic related impacts to State highways and the necessary mitigation measures to rectify the impacts.
2. We would like to review the entire DEIR to identify and analyze the following: existing and future volume generation and trip distribution for the project and related projects, projected up to year 2015. The intersection Capacity Utilization (ICU) analysis showing any change in the Level of Service (LOS) from existing to future. The ICU analysis, using a 10% yellow clearance, a capacity of 1600 vehicle per lane for through lanes and for any Caltrans intersection impacted by the project. A Caltrans intersection is an intersection of which one or more legs are designated State routes.

3. The DEIR does not address the locations of park and ride lots proposed as part of the project. The DEIR should identify all locations and address traffic related impacts to the State facilities.

4. On page 21, item 4.12- Construction Impacts- It is stated that the project would result in closure of roadway lanes and re-routing of traffic during construction. Traffic handling/detour plans for those streets intersecting the freeway on- and off-ramps shall be reviewed by Caltrans as part of an overall review of design/construction plans.

5. A Project Study Report (PSR) and Project Report (PR) will be required to follow the Caltrans Project Development Process for all projects over \$300,000.00. In addition all projects within or effecting the State right-of-way require a Caltrans Encroachment Permit.

6. Caltrans has adopted the international System of Units (S.I.). Caltrans will begin expressing weights and measurements in metric expressions for all technical reports (this includes Project Study Reports and Project Reports) issued after January 01, 1994. From January 01, 1994 to January 01, 1995, report preparers shall express weights and measures in metric expressions, followed by Imperial expressions in parentheses. After January 01, 1995, weights and measures shall be expressed only in metric standards in all technical reports.

7. The Engineering Plan and Profile Drawings has a cross section missing from drawing SG-49 which is labeled for Section E on SG-6 on the existing structure over the eastbound 210 Freeway. Section E on SG-49 is for the Colorado Boulevard Bridge on SG-7. If the cross section is the same for both locations then there is no narrative in the report that states a new structure is being placed over the 210 Freeway with its various impacts on traffic routing, falsework, etc.

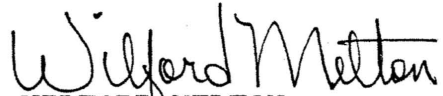
8. There is a typing error on page 6, paragraph 4, line 4 of the "Cultural and historical Resources Survey Report", The Colorado Boulevard Bridge was originally constructed in 1913 not 1993 (the bridge was reconstructed in 1993).

Mr. Brian Lin
Page 3

10. The proposed project contains improvements within the I 210 Freeway which will require a federal environmental document as determined under NEPA.

Should you have any questions please call me at, (213) 897-1338.

Sincerely;



WILFORD MELTON
Senior Transportation Planner
IGR/CEQA Coordinator
Advance Planning Branch

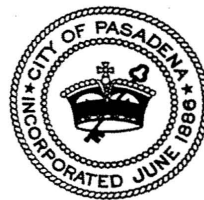


City of Pasadena

100 NORTH GARFIELD AVENUE
P.O. BOX 7115, PASADENA, CA 91109-7215

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PUBLIC WORKS AND TRANSPORTATION DEPARTMENT
(818) 405-4191

December 13, 1993

Mr. Brian Lim
San Gabriel Valley Area Team
Metropolitan Transportation Authority
Post Office 194
Los Angeles, CA 90053

RE: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) NORTHERN SAN GABRIEL-SAN BERNARDINO VALLEY RAIL TRANSIT CORRIDOR

Dear Mr. Lim:

The DEIR has been reviewed by staff and appears to be a well done and representative document.

The following comments are for clarification and information:

Page 48: Proposed Yard Sites. Site 1a: The triangular portion as well as a significant portion of the old AT&SF right of way is owned by the Avon Corporation. Avon is the greatest source of sales tax revenue to the City of Pasadena. Avon acquired the property for future expansion. A yard using this property would have significant negative fiscal impact on the City of Pasadena.

Site 2b: See comments on 1a. In addition, the closure of Daisy Avenue may cause a traffic flow problem to future overall city transportation planning.

Page 55 and Page 60: Parking Capacity. Parking at the station at Sierra Madre Villa is planned and approved for 1000 spaces. In addition, a possible relocation of the station in the Sierra Madre Villa Avenue area is under consideration and study will be included in a pending SEIR for the Pasadena Metro Project (Blue Line).

The following comments are from the City of Pasadena Planning Department, Nancy Key, Senior Planner, Environmental.

I have briefly reviewed the Draft Environmental Impact Report (DEIR) on the Northern San Gabriel-San Bernardino Valley Rail Transit Corridor.

Mr. Brian Lim
December 13, 1993
Page 2

Several impacts seem to be less than adequately addressed. In the **Summary of Environmental Impacts, Table 2 on pages 14 through 21, under mitigation measures, 4.7.2 Public services Police** the possible impact of "Theft, burglary, and other crimes (which) may occur at park-and-ride facilities ..." is not addressed. Actual, as well as perceived crime, occurring at park-and-ride facilities could lower expected ridership thus lowering the project's beneficial impact on air quality as well as actual crime being injurious to the person or belongings of potential riders.

Under **Section 4.6.3 Watercourses, Flood Hazards, and Drainage;** mitigation measures for the Rail Transit corridor crossing blue line streams does not include the possible need for obtaining 1601 permits from the State of California Department of Fish and Game for disturbing blue line streams.

Under **Section 3.2 Geologic and Hydrologic Character on page 119,** in the third paragraph The Duarte and Walnut Creek Faults are referenced without stating whether they are active, potentially active, or what their activity status is.

Under **Section 4.2.1 Compatibility with Existing Land Use and Adopted Local Area Plans on page 132, Table 11** is referred to as summarizing sensitive land uses in close proximity to the (rail line) alignment. The term "close proximity" should be defined.

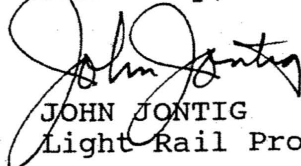
There are two minor comments one each on pages 8 and 120.

On **page 8** in the second sentence of the first paragraph the last word should be continues rather than continue to agree with singular subject of the sentence.

Under **Section 3.3.2 Historical Resources on page 120,** the seventh line should be reworded to add the word "other" in front of fruit. The wording would then read as follows:

Within these ranchos, owners grazed farm animals and cultivated corps of wheat, barley, corn, grapes, and other fruit.

Sincerely,



JOHN JONTIG
Light Rail Project Manager

JJ:sjp
lim

City of Pasadena

ONE HUNDRED NORTH GARFIELD AVENUE
PASADENA, CALIFORNIA 91109



OFFICE OF THE MAYOR
(818) 405-4311

December 14, 1993

Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, California 90017

Attention: Mr. Brian Lin

Gentlemen:

Draft EIR for Northern
San Gabriel-San Bernardino Valley
Rail Transit Corridor

The City of Pasadena requests that the processing of the above project be expanded to also secure all environmental clearances needed to fully comply with requirements of the National Environmental Policy Act.

Existing severe budget constraints render unlikely the possibility that future rail projects can be built solely with local funds. Although expanding the current environmental processing to meet NEPA requirements will cause some delay and additional costs now, it is our conviction that, in the long run, such action will save the affected agencies significant time and money.

Thank you for your consideration of this request.

Sincerely,

RICK COLE
Mayor

RC:tc
2ac312b





CITY OF CLAREMONT

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City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492

254412 DEC 21 83

City Council • (909) 399-5444
Algird Leiga
Nicholas Presecan
Diann Ring
Suzan Smith
Judy Wright

December 15, 1993

Brian Lin/Maria A. Aguirre
Project Managers, San Gabriel Valley Area
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street (M/S 2400)
Los Angeles, California 90017

Dear Brian and Maria:

Northern San Gabriel/San Bernardino Valley
Rail Transit Corridor Draft Environmental Impact Report

The City of Claremont appreciates the opportunity to provide comments on the Draft EIR and thanks you for the extended time for submitting our comments. Our City Council, Environmental Quality Commission, and staff have reviewed the Draft and have several comments. An attempt has been made to organize these comments within various major topic areas, as follows:

Inclusion of Commuter Rail Shuttle in EIR

- In the Introduction and Summary, it should be noted that although commuter rail projects are exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15275, the commuter rail shuttle portion of this project was included in the scope of this EIR because it is a part of a larger project which is subject to CEQA.

Reference to Existing Metrolink Trains

- In several areas of the document, reference is made to the existing freight trains and passenger trains utilizing the right of way (pages 24, 26, and 125), but no mention is made of the existing Metrolink trains in these areas. After February, the freight and Amtrack trains will not use this track; only Metrolink and two local freight trains will use the track. Therefore, it is more important to have the references to Metrolink than the references to freight and Amtrack trains.

Mixing of Different Technologies

- The Introduction and Summary states that the two-tier project, as identified in the preliminary study, includes the commuter rail shuttle connector from Duarte or Irwindale, which would operate until the light rail system could be implemented along this segment. Claremont is not looking for additional light rail coming to our existing Metrolink station. Claremont has repeatedly argued against light rail at our existing Metrolink station. We question the safety of people crossing one set of tracks to get to another. Also, there is insufficient right of way in Claremont and other cities to add the needed double tracks for the light rail in addition to the track for the Metrolink train to Los Angeles.

We are concerned that in spite of our previous objections, plans still exist to have light rail alongside the Metrolink tracks in the future. The EIR does not address this issue of mixing the two technologies in Claremont or other cities where there is existing Metrolink service.

Route 30 Alternative

- The project, as currently proposed, would be a duplication of an existing service in Pomona, Claremont, and Montclair. That is why Claremont has argued for light rail or commuter rail along the Route 30 corridor. Because of the current 20-year time frame for construction of this project, more consideration should be given to the Route 30 alternative. Ridership figures may increase enough to support a light rail or commuter rail along Route 30 during this extended time frame. Caltrans plans show that adequate right of way exists for light rail or commuter rail. Also, if light rail or commuter rail is placed within the Route 30 corridor, excess land is available there for parking.

The text states that demand forecasts do not currently justify a rail transit project along the Route 30 corridor. This analysis is not included as part of the EIR. A reference should be provided as to where this information is available for review. Do the demand forecasts take into consideration the long time frame for completion of this project?

- It should be noted that, in the future, light rail or commuter rail along this northern corridor to San Bernardino may be part of a multi-regional agency, such as the Southern California Regional Rail Authority (SCRRA).

- Claremont continues to support the Route 30 alternative connecting at the terminus of the Foothill Freeway. In Table 1, the EIR text states that after further analysis, it was determined that the Wheeler Avenue alternative is preferable to the Foothill Boulevard terminus alternative. No reason is given as to why it is preferable. This should be included in the EIR.

There is sufficient right of way between San Dimas/La Verne to Upland/Rancho Cucamonga/San Bernardino along Route 30 for a light rail corridor or a track for a commuter rail shuttle. It has not been shown that there is adequate right of way along the Wheeler Avenue Alternative.

Noise

- In the noise and vibration analysis, the distances to the alignments from sensitive land uses are incorrect for Pomona, Claremont, and Montclair (Analysis Tables 15-17, EIR Tables 31 and 32). In most cases, the residential neighborhoods listed are within 100 feet of the alignment, not 200 to 400 feet as listed. Because the sensitive land uses are much closer to the train noise than what was assumed in the analysis, noise and vibration impacts could be greater than that concluded in the analysis.
- The noise impacts in the EIR are calculated based on worst case scenarios. This is not necessary, since actual calculations are available from existing Metrolink trains and the Blue Line trains. The EIR should be amended to include this data.

Why were the noise levels of the Metrolink trains not measured, when the existing noise levels for the freight and Amtrack trains operating along this segment were measured? Because freight and Amtrack trains will not use this line after February, future noise impacts will be less than existing noise impacts. This should be noted in the EIR.

- The analysis should have included more discussion on the existing Metrolink trains which are already operating through La Verne, Pomona and Claremont. The point should be made that the proposed project will only increase the frequency of the noise and vibration, not the levels of noise and vibration. Currently, there are no sound attenuation walls along the existing Metrolink track. Have there been many complaints since the new horns were installed on the Metrolink trains? Shouldn't this be mentioned in the text?

- The proposed 14 foot sound walls would have a significant visual impact on adjacent properties. The walls are not an acceptable mitigation measure in our community; therefore, the noise analysis should not assume them. The unavoidable adverse impacts regarding noise impacts should include all properties which will be significantly impacted assuming the 14 foot walls are not constructed in order to insure the adequacy of the EIR.

Aesthetics

- The 14 foot sound walls, if constructed as proposed for mitigating noise along the Metrolink segment of the project, will have a significant visual impact on adjacent properties, especially since existing development is primarily one story. This should be pointed out in the EIR. Landscaping along the walls will only partially mitigate their impact.
- In the EIR, it is proposed, as mitigation to noise impacts, to have local community involvement to balance concerns regarding aesthetics and noise. This process should have been done as part of the EIR, so the impacts could be clearly described in the document.

Traffic Impacts

- On page 46, potential impacts are identified at key intersections, including Indian Hill Boulevard, College Avenue, and Claremont Boulevard. It should be clarified that impacts have been determined to be insignificant.
- On page 104, the pedestrian safety crossing at College Avenue is listed as a constraint. This constraint should be addressed in traffic and circulation analysis.

Parking

- On page 104, the text regarding 500 park-and-ride spaces at full build-out should be deleted. A note should be added, however, that additional spaces could be made available if more property is purchased or leased.
- On page 187, Table 30, the initial number of park-and-ride spaces should be changed from 400 to 379, and the number at full build-out should be changed from 500 to 379, with a note

Brian Lin/Maria A. Aguirre
December 15, 1993
Page 5

that additional spaces could be made available if more property is purchased or leased.

Please feel free to contact Judy Wright at (909) 621-1207 or Belle Newman at (909) 399-5485 if our comments require further explanation.

Sincerely,



Diann Ring
Mayor

DR:bn:dr

cc: City Council
Environmental Quality Commission
Glenn D. Southard, City Manager
Betty Sheldon, Assistant to the City Manager
Sharon Z. Wood, Director of Community Development
Tony Witt, City Planner
Belle Newman, Senior Planner



Stanger & Wilson

TRAIN RIDERS' ASSOCIATION OF CALIFORNIA

926 J Street Suite 612 Sacramento CA 95814

Telephone (916) 557-1667

Fax (916) 448-1789

Dan McNamara, President



253855 DEC-83

COPIED IN FILE

December 3, 1993

Franklin E. White
Chief Executive Officer,
Metropolitan Transportation Authority
818 W. Seventh Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. White:

While I am well aware of the capital funding shortfall facing MTA, I nevertheless feel that there is a marvelous opportunity to bring valuable transit service to Pasadena very quickly and at a very low cost. I am referring to the extension of Metrolink from Montclair to Pasadena. The proposed route uses existing rail trackage which would require very little improvement. Enclosed is a map with a bold line showing the route and its relation to several major cities and the existing Metrolink service to the south. The Metrolink Timetable shows points Pomona and east that could make connections with this service, as well as the major Caltrans Park and Ride facility in Montclair.

MTA is currently moving forward with its plans for the Blue Line. Because of funding shortfalls it is unclear when the full length of the Blue Line from Union Station to East Pasadena will be built. In the interim it is technically feasible to extend a Metrolink commuter train from Montclair Transit Center to downtown Pasadena without any major capital investment beyond a platform in Pasadena.

This Metrolink Commuter train could provide direct access from the entire Inland Empire to the downtown Pasadena business district. With a station located at Union Street, north of Colorado, it would be convenient to the many commuters who currently drive to Pasadena on the very busy I-210 Freeway corridor. In addition, the cities of Arcadia, Monrovia, Irwindale, Duarte, Azusa, and Glendora could be served en route.

Furthermore, even when the Blue Line has been completed to downtown Pasadena, it would continue to make sense to make appropriate provisions for an ongoing Metrolink/Blue Line transfer location in downtown Pasadena or at some location east of downtown. We are very concerned that this linkage will be impossible if MTA extends the Blue Line east of downtown Pasadena where only a single-track alignment is available. Cost-effective solutions should not be foreclosed--particularly with the limited availability of funds.

MLnk

I urge you to give this concept your serious attention prior to the removal of the trackage now planned early in 1994. I look forward to hearing your response.

Sincerely,

A handwritten signature in black ink that reads "Dan McNamara". The signature is written in a cursive, slightly slanted style.

Dan McNamara
President, TRAC

Enclosures

c: Michael D. Antonovich
Richard Stanger
Judy Wright
Supervisor Larry Walker
Mayor John Longville
Donald R. Duckworth
David Feinberg
Mayor Rick Cole
Isaac Richard
Cris Holden
William Papanian
Bill Crowfoot
William Thomson
Kathryn Nack

City of MONROVIA

1887



December 1, 1993

Mr. Brian B. Lin
Project Manager, San Gabriel Valley Area
LACMTA
818 West Seventh Street
(M/S 2400)
Los Angeles, CA 90017

**SUBJECT: COMMENTS ON NORTHERN SAN GABRIEL/SAN BERNARDINO
VALLEY TRAIL TRANSIT CORRIDOR
DEIR**

Dear Mr. Lin:

The City of Monrovia would like to congratulate LACMTA staff and Gruen Associates for a fine environmental document. The City has one comment regarding the potential need for an alternative station site location.

The proposed station site on the former depot grounds adjacent to the Intersection of Myrtle Avenue and Duarte Road is the preferred station site for most all considerations, financial, planning, and environmental. However, there are potential significant, but not unmitigable environmental impacts. The proximity of the several ingress/egress points of the station and its parking lots to the intersections of Myrtle Avenue with the freeway ramps and with Duarte Road could cause considerable traffic problems. Turning movements, overlapping traffic backing up behind traffic controls (lights, etc.), and the associated safety and air quality problems are impacts considering the existing traffic generation and Intersection levels-of-service (the highest in Monrovia).

The possible solution, yet not necessarily the City's preference, could be an alternative station site. The City proposes that an alternative station site location near the Intersection of Mountain Avenue and Duarte Road be analyzed to determine if it is an environmentally superior alternative and to clear the way for its possible use in case the former depot grounds are unusable.

Mr. Brian Lin
Page 2
December 1, 1993

See the attached map for the location.

The City believes that sufficient land would be available to accommodate the necessary parking for both light rail and commuter rail and that an appropriate platform could be placed to avoid stopped trains from blocking Mountain Avenue.

Please review and analyze this alternative site location for both light rail and commuter rail purposes to give a viable alternative to the proposed site should any environmental impact seem to be unsurmountable or unpopular.

Direct any questions to the undersigned.

Sincerely,

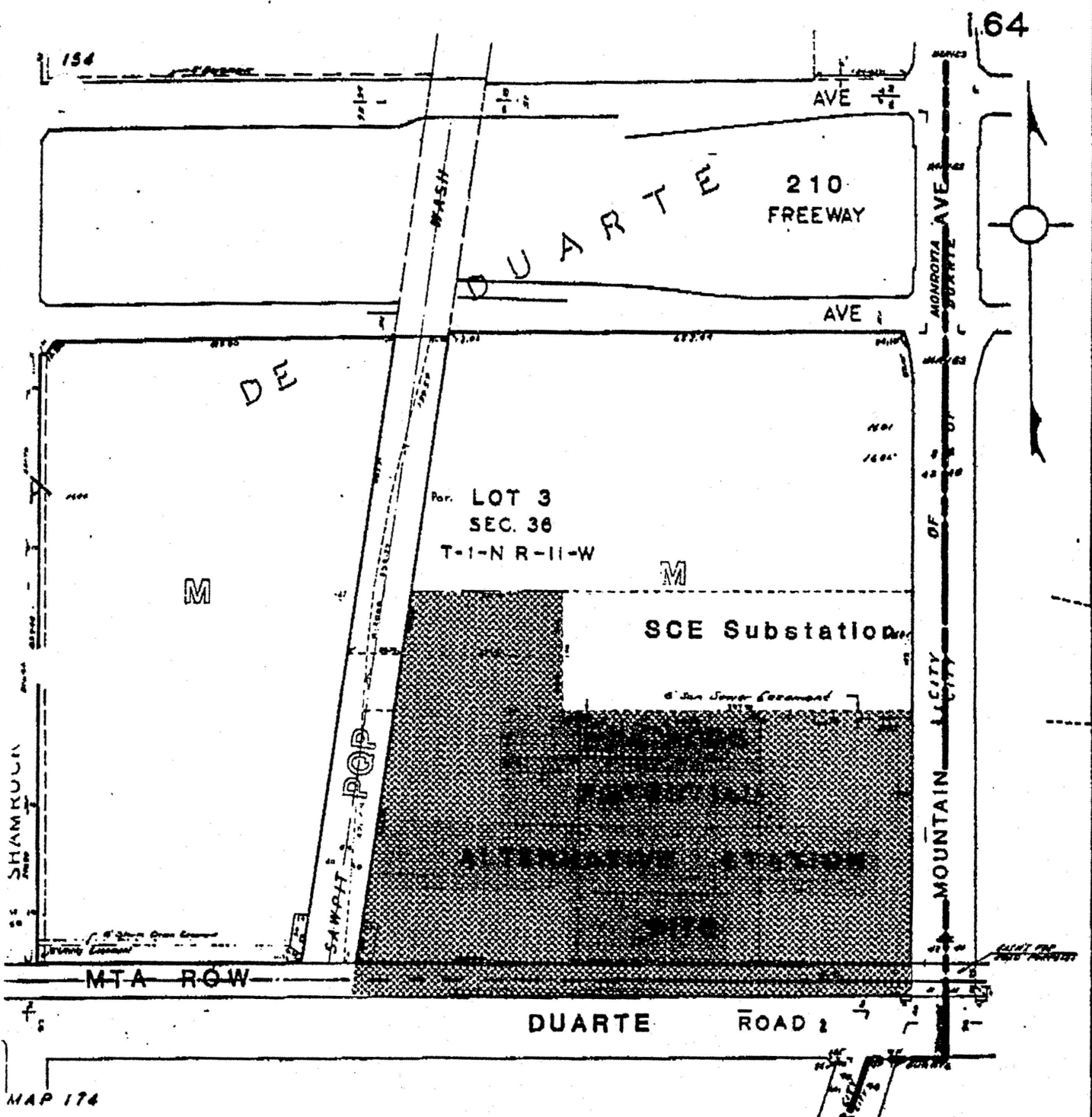
Vance Pomeroy
Assistant Planner

VP:fr
vpiv/lin.ltr

SENT BY:

; 2-14-94 ; 17:19 ;

CITY OF MONROVIA-PLANTO-SAN GABRIEL 1217



MAP 174

CONSTRUCTION RECORD				W. B. No.	
DATE PLACED	DATE EXPIRES	APPROVED	DATE	BY	DATE

CITY OF MONROVIA ENGINEERING DEPARTMENT	
APPROVED BY: _____	DATE: _____
DESIGNED BY: _____	SCALE: _____
PROJECT NO: _____	DATE: _____

